

GRAIN DEALERS JOURNAL

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Beasley Grain Co., J. N., whole grain, field seeds.
Bishop, Grover C., grain, hay, field seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

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Eppes, Wm. E., grain, hay, flour, produce.

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Gregg & Son, J., wholesale brokers, grain, hay.*

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Chamber of Commerce Members.

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Dennis & Co., grain merchants.*
England & Co., Chas., grain hay.*
Fabey & Co., John T., gr'n receivers & expts.*
Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*

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Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., grain brokers.
Slick & Co., L. E., grain brokers.
Worth-Gyles Grain Co., cash and futures grain.*

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Catlin Bros., brokerage & commission.*
Colbert, Thos. F., grain and millfeed.
Cresay, Fred L., hay, grain, bkg. com.
Howlett Co., J. A., grain brokers.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Macdonald Com. Co., A. S., grain and feed.*
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Southworth, J. E., gr. broker, export fwdwr.

BUFFALO, N. Y.

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Burns Grain Co., grain commission.*
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Elsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Globe Elevator Co., grain & grain prdts.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., recvrs., shippers of grain.*
Ratcliffe, S. M., commission merchant.
Urmston Grain Co., grain commission.*

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Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

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Baldwin & Co., H. I., grain brokers.

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Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bennett & Co., Jas. E., commission merchants.*
Bridge & Leonard, grain commission.
Carhart Code Harwood Co., grain commission.*
Dals & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
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Harris, Winthrop & Co., W. K. Mitchell, Mgr.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
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Logan & Bryan, options, cash grain.*
McKenna & Rodgers, commission merchants.*
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Munford & Co., W. K., grain, hay, millstuffs.*
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Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
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Rothschild Co., The Moses, general grain com'n.*
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Sawers Grain Co., grain commission.*
Schliffin & Co., P. H., commission.*
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Simons, Day & Co., grain merchants.*
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Strauss & Co., H. M., grain, seeds, hay, straw.*
Union Elevator Co., The, grain and hay.*

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Hutton, Collins & Frenzel, grain brokers.

DECATUR, ILL.

Duncan & Co., L. E., grain brokers.

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Ayres Mercantile Co., The, F. C. milling wheat.*
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Denver Elevator Co., The, grain merchants.*
Farmers Grain Co., receivers, shippers.*
Hungarian Mill & Elevtr. Co., receivers.*
O'Donnell Grain Co., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.

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Marshall Hall Grain Co., grain com'.

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Dodd, Martin & Co., grain merchants.*
Dumont, Roberts & Co., receivers, shippers.*
Lapham & Co., J. S., recvrs. & shippers of grain.*
Swift Grain Co., consignments solicited.*

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Board of Trade Members.

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Randall, Gee & Mitchell, grain commission.*
United Grain Co., grain commission.
White Grain Co., receivers and shippers.*

ENID, OKLA.

White Grain Co., The, receivers and shippers.

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Ferguson Grain Co., C. D., gr. feed & fd. seeds.
King, Douglass W., grain feedstuffs, seed.*

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FRANKFORT, IND.

Frank & Co., William, grain brokers.

GALVESTON, TEX.

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Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.

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Kemper Grain Co., receivers & shippers.
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Boyd Grain Co., Bert A., strictly brkg. & com.*
Central Grain & Seed Co., recvrs. and shippers.*
Hoosier Grain Co., consignments only.
Kinney Grain Co., E. E., receiver and shipper.*
Minor, E. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Mutual Grain Co., grain commission.*
Star Elevator Co., grain merchants.*
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

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Christopher & Co., B. C., grain commission.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
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Nicholson Gr. Co., W. S., grain commission.*
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Roehen Grain Co., E. H., grain, flour, millfeed.*
Soular-Bishop Grain Co., consignments.*
Stevenson Grain Co., grain commission.*
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Thresher Fuller Grain Co., grain commission.*
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Pellock Gr. Co., The, trk. brs. & shprs. gr. h. & st.

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Buerger Com. Co., grain and seed recvrs.
Donahue Stratton Co., grain merchants.*
Frankie Grain Co., receivers and shippers.*
Kamm Company, P. C., barley and rye.*
Owen & Brother Co., grain commission.
Rankin, M. G., & Co., grain and feed.
Rialto Elevtr. Co., grain receivers & shippers.*
Stacks & Kellogg, grain merchants.*
Taylor & Bonrique Co., shprs. corn, oats, barley.*

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Getchell-Tanton Co., grain commission.
Hallett & Cary Co., grain merchants.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dickinson Co., consignments solicited.*
Minnesota Grain Co., grain commission.*
Peehler Co., H., commission merchants.*
Quinn Shepherdson Co., grain commission.*
Randall, Gee & Mitchell, grain com.
Stair, Christensen & Timmerman, gr. commission.*
Van Dusen-Harrington Co., grain merchants.*
Weill-Anderson Co., grain commission.*
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats my specialty.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., The, gr., hay, straw, millfeed, pro.

NEW ORLEANS, LA.

Steele C., The J. H. W., gr. frt. brok. & forwdrs.*

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Produce Exchange Members.

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Jones & Co., M. B., buyers—quote us.*

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Simpson, Hendee & Co., grain receivers.*

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Grain Exchange Members.

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Beall Com'n Co., receivers & shippers.

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Dawson Grain Co., grain commission.

Holmquist Elevator Co., receivers and shippers.*

Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.

Merrill Commission Co., consignments.*

Omaha Elevator Co., receivers, shippers.*

Palling Grain Co., consignments.

Roberts Grain Co., Geo. A., grain merchants.

Trans-Mississippi Grain Co., recvrs. & shprs.*

United Grain Co., grain commission.

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Cole Grain Co., Geo. W., grain com. mchts.*

Consumers Grain Co., grain receivers.*

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Grier & Co., T. A., grain commission.*

Harwood-Young Co., grain commission.

Miles, F. B. & Co., grain commission.*

Mueller Grain Co., receivers and shippers.*

Rumsey, Moore & Co., grain receivers.*

Smith-Hamilton Grain Co., brokerage.

Tyng, Hall & Co., grain commission.*

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Commercial Exchange Members.

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Dunwoody Co., Ezl., flour, grain, feed.*

Graff & Son, L. G., receivers and exporters.*

Lemont & Son, E. K., hay, grain, millfeed.

Miller & Sons, L. F., grain, seeds, hay.*

PHILADELPHIA,—Continued.

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Richardson, Geo. M., grain and feeds.*

Rogers & Co., E. L., hay, straw, grain, feed.*

Scites, A. Judson, grain and millfeed.*

Stover, I. S., grain and flour.

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Geldel & Leubin, grain and hay.

Hardman & Heck, grain, hay and millfeed.*

Heck & Co., W. F., grain, hay and millfeed.*

Herb Bros. & Martin, grain and hay.

McCague, R. S., grain, hay.

Smith & Co., J. W., grain, hay.*

Stewart, D. G., grain, hay, feed.

Walton Co., Samuel, grain and hay.*

PLAINVIEW, TEX.

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PUEBLO, COLO.

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Beveridge & Co., S. T., grain, hay, feeds, seeds.

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Graham & Martin Grain Co., grain commission.*

Hunter Grain Co., grain commission.*

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Jones-Wise Com. Co., grain, hay and seeds.*

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Morton & Co., grain, hay and seeds.*

Nanson Commission Co., grain commission.*

Picker & Beardsley Com. Co., grain & grass seed.*

Parrott-Day Co., wheat, corn, oats, seeds.*

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Rundell & Co., W. A., grain and seeds.*

Southworth & Co., grain and seeds.*

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Young Grain Co., consignments, futures.

Zahn & Co., J. F., grain, seeds.*

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Bruce Bros., Grain Co., consignments.

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Imboden Milling Co., receivers & shippers.

Kansas Flour Mills Co., The, expts., consign'ts.*

Kansas Milling Co., The, millers and grain dealers.

Kelly Grain Co., Edward, consignments.*

Kemper Grain Co., The, receivers and shippers.*

Marshall Hall Grain Co., exporters.

Norris Grain Co., The Exporters.*

Roehen Grain Co., E. E., grain, flour, mill feed.*

Strong Grain & Coal Co., E., grain & coal.*

Williamson Grain Co., grain commission.*

Woodside Smith Grain Co., receivers & shippers.

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Goodrich Bros. Hay & Grain Co., whrs. gr. & sds.*

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Hayes Grain Co., John, hay, grain, seeds.*

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Chicago Board of Trade
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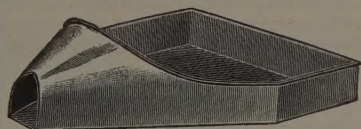
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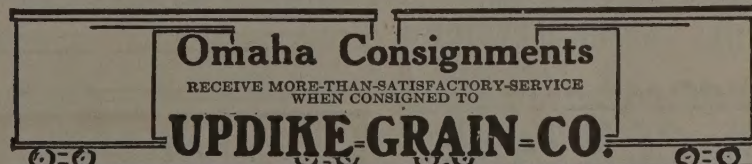
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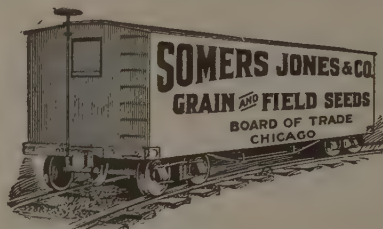
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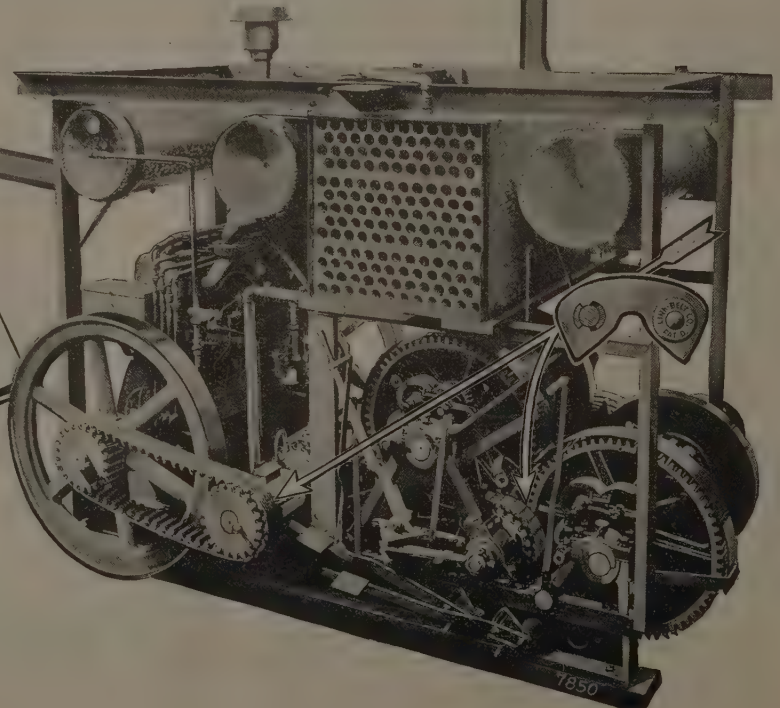
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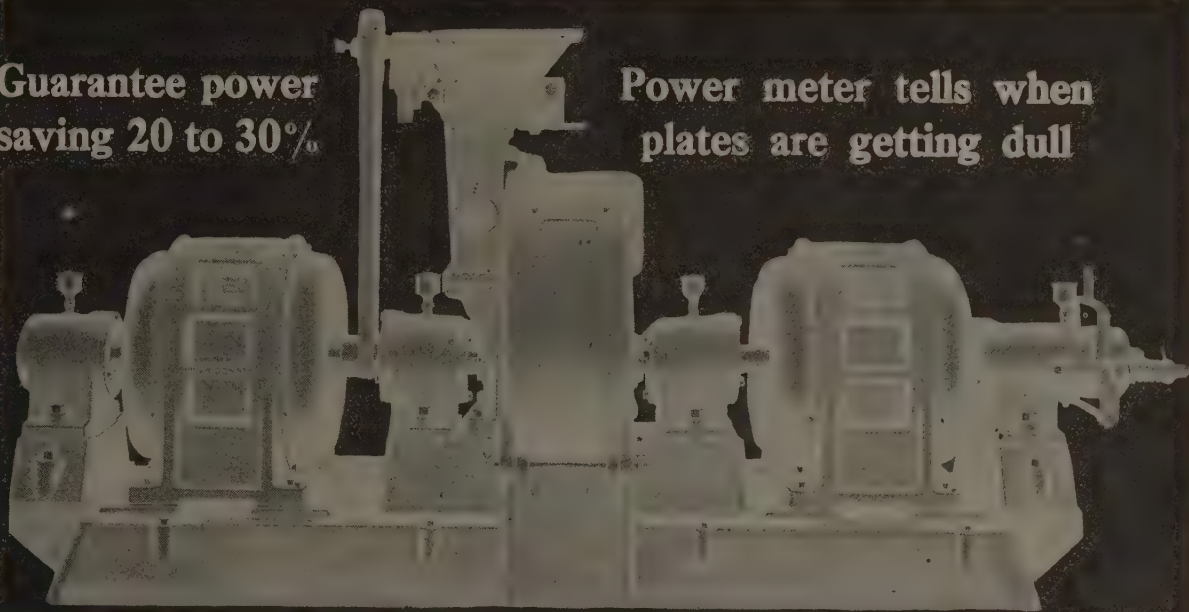
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Power meter tells when
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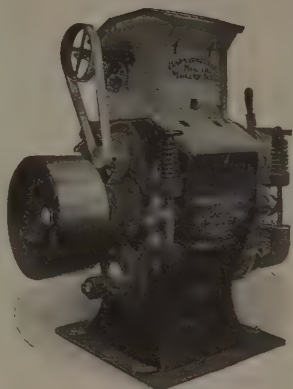
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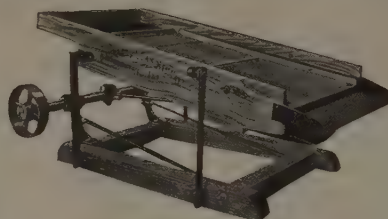
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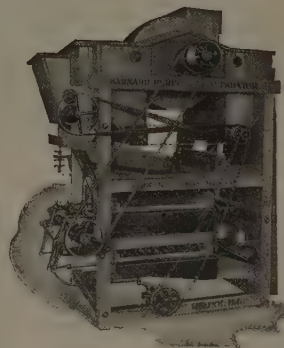
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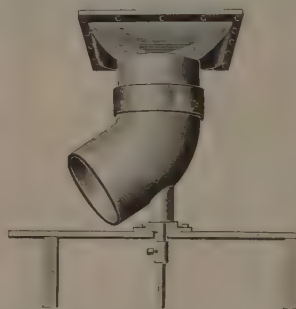


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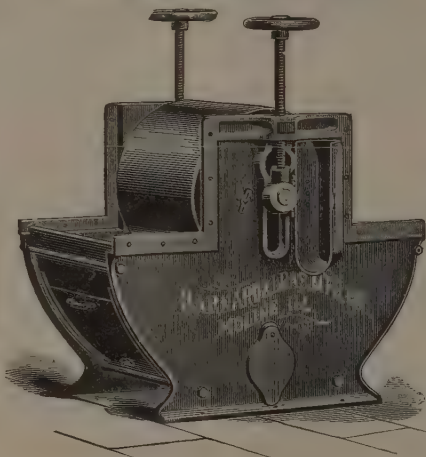
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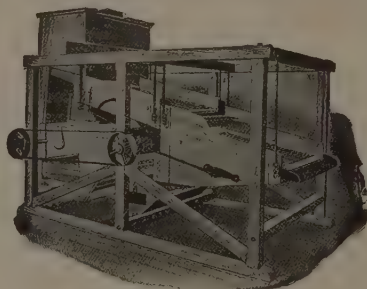
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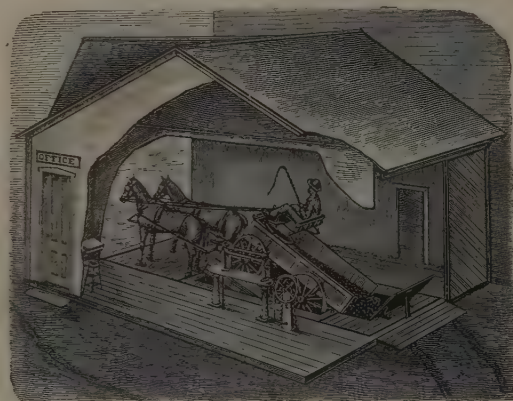
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General Mdse. & Grain

The Quaker Oats Co.,
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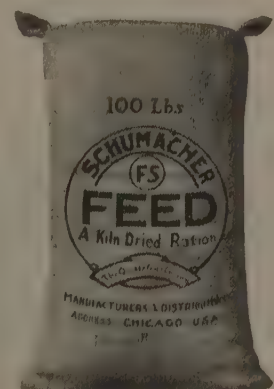
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per J. T. Lancaster, Mgr.

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This newest Overland Four has more power, pep, punch, and speed than any other low priced four or six cylinder car in the world.

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Complete equipment

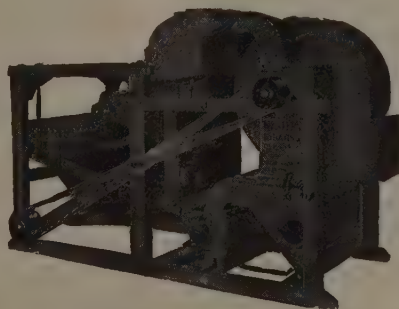
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the kind that stands up under the most severe strains; that is not breaking down when it is needed the most, is the elevator equipment you should buy. Satisfactory equipment refers to that bearing the mark "Western."

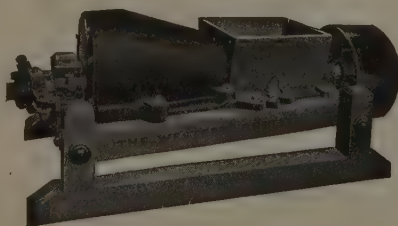
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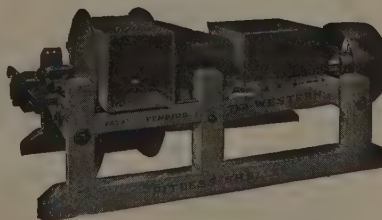
UNION IRON WORKS, Decatur, Ill.



"Western" Gyrating Cleaner



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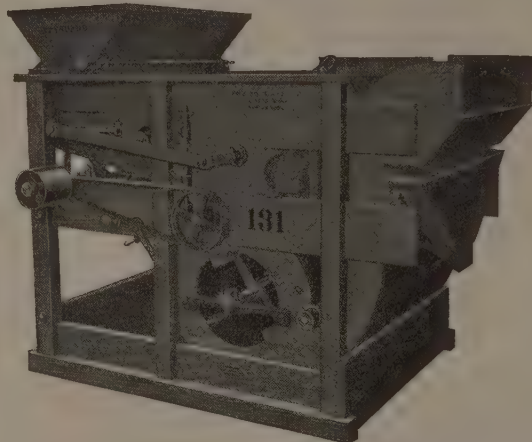
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No. 131 Standard Cleaner

With Traveling Brushes and Standard Blast Regulator. An excellent cleaner for every variety of seeds and grain.

We solicit your inquiries.

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Good Grain Cleaning

is required in every grain elevator where the owner is interested in raising the grade of his grain and thereby selling for higher prices. It costs no more to properly clean grain than to do it half way. When buying cleaning machinery investigate all the rest and then buy the best, the

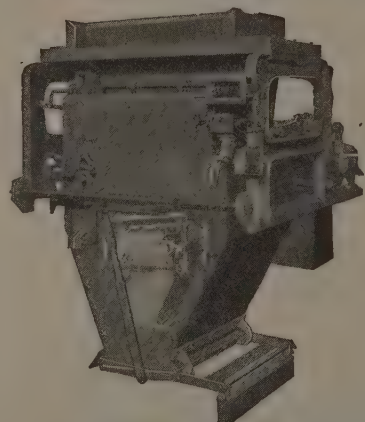


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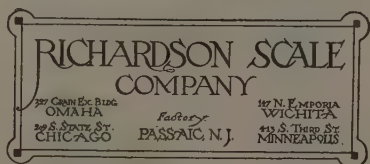
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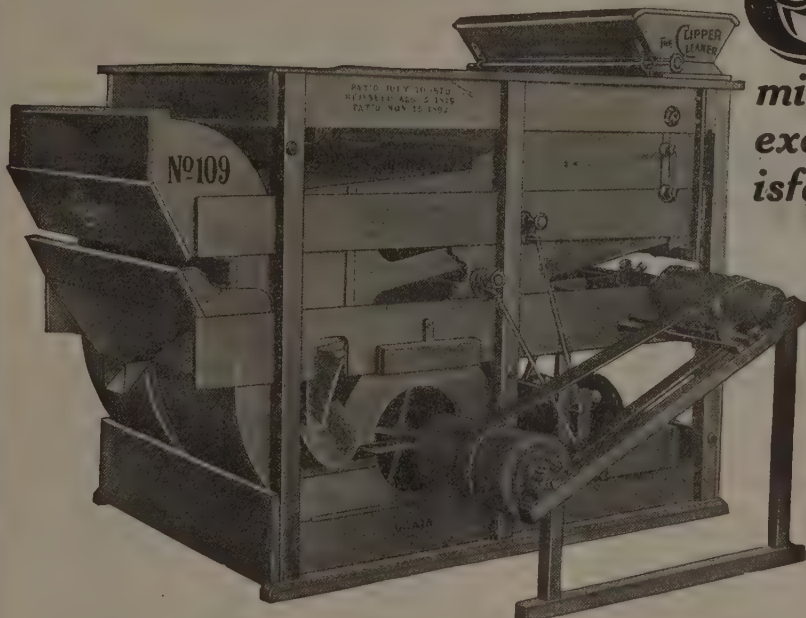
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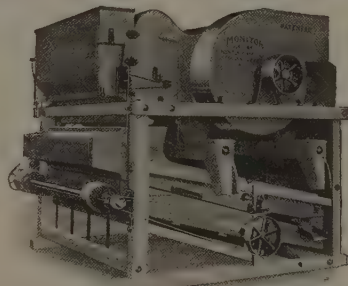
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By any comparison you may choose to make this patented "Monitor" will prove itself to be the best buy in scientifically correct Cleaning Machinery. To know one is to own one.



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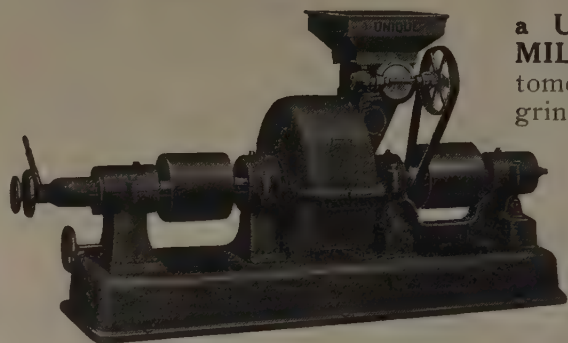
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It certainly would bring you new business—business that would make your profits greater.

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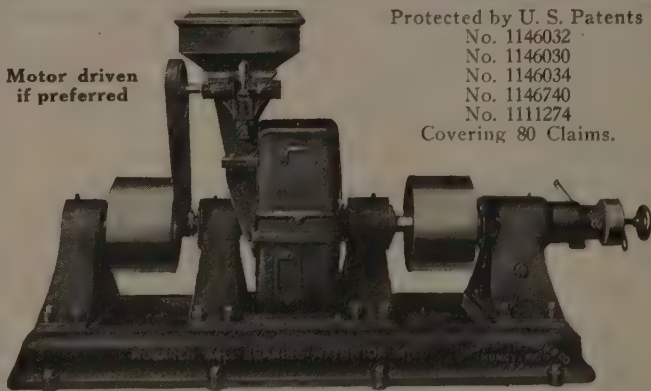
What would absolutely even and uniform grinding mean—continuous service—no tramping—substantial savings in power and lubricant bills—and absence of maintenance cost.

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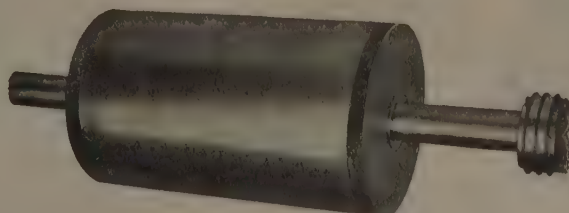
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machines of the type here shown, will provide perfect protection to your grinding mills.

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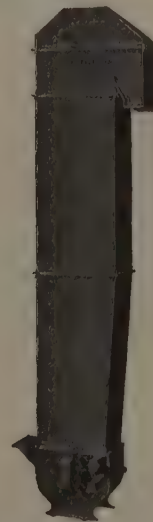
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Style K



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Compact, Permanent, Clean

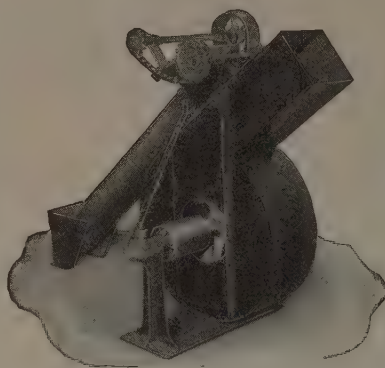
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The Webster M'fg Company

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TIFFIN, OHIO

New York



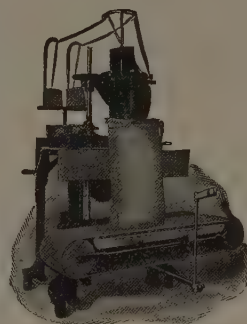
Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

BERNERT MFG. CO.

759-33d St., Milwaukee, Wis.

Everything in Pneumatic Grain Handling Machinery



UNION SPECIAL ADJUSTABLE HEAD FILLED BAG MACHINE

Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

Union Special Machine Co.

CHICAGO
ST. LOUIS

MINNEAPOLIS
SAN FRANCISCO



Uneven distribution, filled with dirt, or even distribution and thoroughly cleaned grain?

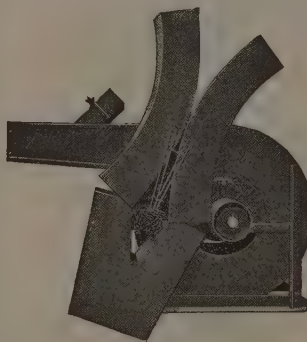
WHICH ARE YOU GETTING?

The Mattoon Combined Car Loader and Grain Cleaner actually improves the grade of the grain that passes through it. Its use insures even distribution throughout the car as well as perfect stirring of the grain. If you are interested in better loading methods get in touch with us at once.

MATTOON GRAIN CONVEYOR CO.

MATTOON,

ILLINOIS



No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me." Russell Williams, Mgr. Farmers Union Co-Op. Assn., Winside, Neb.

"The loader I bought from you certainly does the work." C. F. Cranor, Sycamore, Ind.

"It has everything skinned I ever saw for loading grain." W. H. Barret and Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.



The owners of this elevator state that DIXON'S SILICA-GRAPHITE PAINT has been used by them for many years, both on iron and wood work, and that it is the

**Most Serviceable and
Most Economical Paint**

they have ever used. Expert opinion and service records of this kind should persuade you to be a user of DIXON'S SILICA-GRAPHITE PAINT.

Booklet No. 15 B will interest you

Made in Jersey City, N. J., by

JOSEPH DIXON CRUCIBLE COMPANY

ESTABLISHED 1827

CLARK'S CAR LOAD Grain Tables for Reducing Pounds to Bushels

SEVENTH EDITION REVISED AND ENLARGED.

7—32 lb. tables, 20,000 to 97,000 lbs.; 5—34 lb. tables, 20,000 to 74,000 lbs.; 7—48 lb. tables, 20,000 to 97,000 lbs.; 9—56 lb. tables, 20,000 to 118,000 lbs.; 9—60 lb. tables, 20,000 to 118,000 lbs.

Printed on linen ledger paper, bound in leather, with marginal index.

Price, \$2.50.

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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Stop That Waste!

There are still a few Terminal House Managers who are *Losing Good Wheat* in separating the wild oats. What a waste, with wheat at **3c a pound!**

A Richardson Oat Separator will solve this problem.

There are several hundred of them in the large terminals, daily handling thousands of bushels of this costly wheat without waste.

Wire for Prices

Stop that waste now! We will send you a machine on trial.

RICHARDSON GRAIN SEPARATOR CO., MINNEAPOLIS, MINN.
15th Ave. S. E. and N. P. Tracks

It's an oat-barber!

Do you clip your oats? The majority of the large houses in the country use

THE INVINCIBLE OAT CLIPPER

It handles stock without loss, and the oats fetch top prices. You might as well get that extra profit yourself.

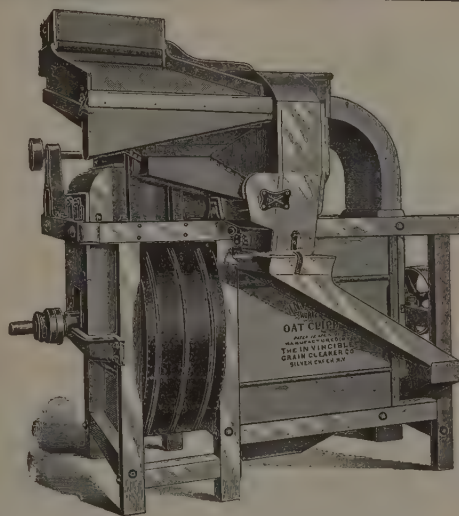
We'll tell you how to do it.

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in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

It's Bad Business to guess at the amount of moisture in the grain you buy. Install a

Flint-Brown-Duvel
Complete Moisture Testing
Outfit as Shown, \$20.00 Net
C. J. De ROO & SON
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**You Ought
to Know**

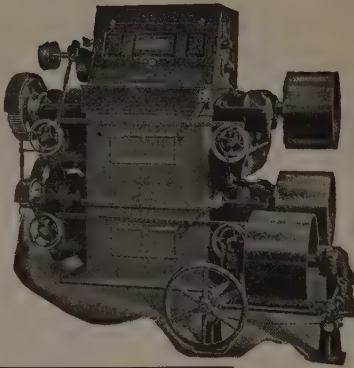
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There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

THE WOLF COMPANY
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**Eliminates
Spotting
Charges**



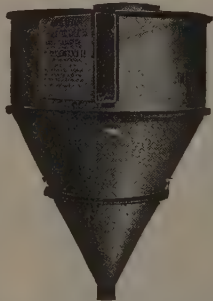
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We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

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THE ONLY SANE, SAFE THING

to do is to install an All Metal
Fire Proof

Knickerbocker "1905" Cyclone

DUST COLLECTOR

The Knickerbocker Co.,

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ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

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HERCULES

is a quality Belt made on a special quality of tough woven duck, specially adapted for "Grain Conveyor Service," the plies frictioned together with a high grade tenacious compound which resist any separation of the plies.

If you want a superior Belt ask for more information about HERCULES.

Write for Catalog H.

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MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money than any hotel in the Twin Cities

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Grain Elevator Equipment

of all kinds, ready for immediate shipment.
Look over your plant and see what you need.

Steel Spouting Steel Boot Tanks
Steel Loading Spouts
Elevator Boots Manlifts
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We will gladly mail you our catalog describing our complete line. Write for it.

HASTINGS FOUNDRY & IRON WORKS

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WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

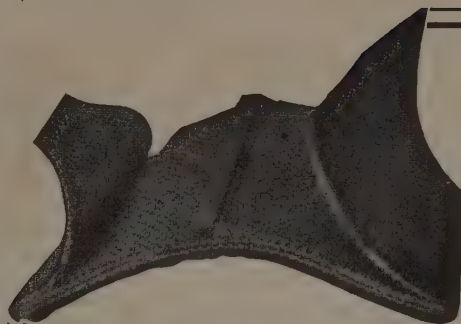
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NEW YORK

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IS THIS IT?

Is the belt on your Conveyor or Elevator Leg the kind that Opens Up Like the Above?

Opened Plies or Split Seams are Absolutely Eliminated in

"R. F. & C."

Non-Separable Ply Rubber Belt

FIGURE IT OUT YOURSELF!

"R. F. & C." is a rubber belt—that

cannot open in the plies *nor* split in the seams—
will transmit full power with minimum stretch—
can be used until *worn out in service*—

IS NOT THAT THE RUBBER BELT YOU WANT to know more about? Send for sample and full information about "R. F. & C." patented Non-Separable Rubber Belt.

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"The Pioneer Belting House of the West"—Established 1855
OFFICE and FACTORY: CHICAGO, ILL.

Rexall
DOUBLE STITCHED BELTING

For

Conveying and Elevating Grain

You cannot get around the fact that a belt that handles your grain uninterrupted by troubles common to most belts—ply separation, hardening, deterioration—is cheap in the end regardless of its initial cost. You will admit that such a belt spells economy. "REXALL" is that kind of a belt. Extra heavy duck and double stitched, it gives service down to the last shred. Low first cost, no upkeep.

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This leg is not a new departure—not an innovation—not an experiment except in refinement. It is an assembled device—a complete machine—its parts scientifically arranged with every element specially designed for perfect, maximum and uniform performance.



There is much difference between a "Hall Special" and the ordinary leg in the character of the work it has to perform. The difference is between organization and chaos.

The HALL SIGNALING GRAIN DISTRIBUTOR

is the greatest time saver for the elevator operator and busy man that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska

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Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

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GROW HEALTHY STOCK



Prevent
CLAIM LOSSES
with

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

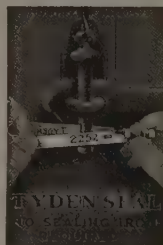
6000 SHIPPERS
Are now using them.

Write for samples and prices.

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Chas. J. Webb, Vice-President

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The Automatic Dump Controller

USED EVERYWHERE!



Why not have the best, most up-to-date equipped Elevator in your section of the country?

There is but one way, i.e., Buy the machinery required to make it the best.

Farmers will take their grain to the man who is prepared to give them the best and quickest SERVICE.

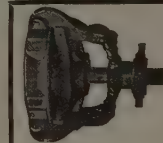
The Dump is the most important part of your house.

Why not use the most modern device for controlling your dump?

OUR DUMP CONTROLLER IS A "TRADE GETTER AS WELL AS A TRADE KEEPER."

Send for circulars. They will be forwarded upon request.

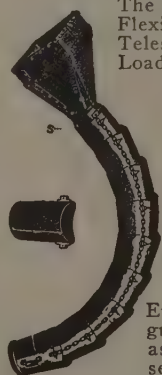
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INDIANAPOLIS, INDIANA



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Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet, Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

Gerber Spouting Has No Equal

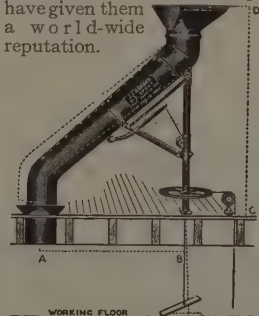


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.

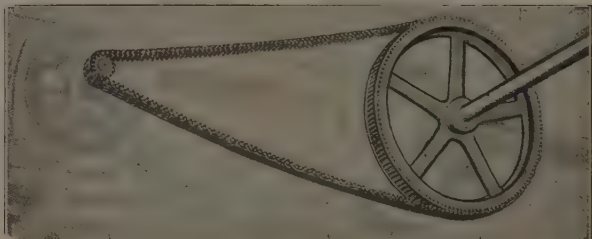


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Silent Chain Drives

— for —

Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make AMERICAN HIGH SPEED SILENT CHAIN DRIVES the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

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Form 380 Record of Wagon Loads Bought } PRICE, \$3.50
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GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



Install
AMERICAN
Transmission
Rope

in your power plant and forget
the word "shut-down."

"AMERICAN" is made four
strands with Graphite center
core and tallow laid.

No external dressing required.

High Grade Car Puller and Transmission Rope Our Specialty
Immediate Shipments Made

AMERICAN SUPPLY AND MACHINERY COMPANY
1102 Farnam Street, Omaha, Neb.

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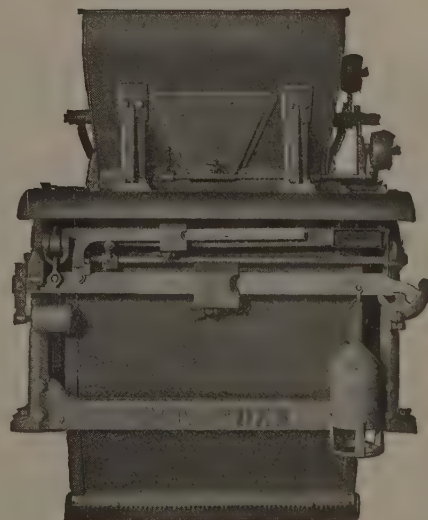
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Weigh each discharge the same as by
hand. The automatic parts are simple and
take care of themselves.

The Non-Chokeable Feed Hopper
prevents cobs or thrash from stopping the
scales.

THE SONANDER

is built in various sizes.
Give us the capacity
desired and we will
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**"YOUNGLOVE does all the
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Quick Service

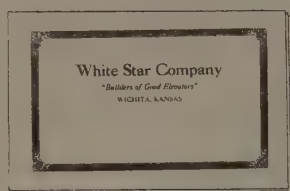
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Elevator
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INDIANA GRAIN DEALERS

will find their needs in the line of grain elevators and grain storehouses best served by a company which has specialized in wood elevators for Hoosiers for the last 40 years. Satisfied customers in all parts of the state will be glad to show you the convenient arrangement of our dependable Indiana elevator or we will be glad to submit plans and specifications. Let us hear from you.

Reliance Construction Co.

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Grain Elevators

of any size and any type

Designed and Built for



**Safety,
Economy,
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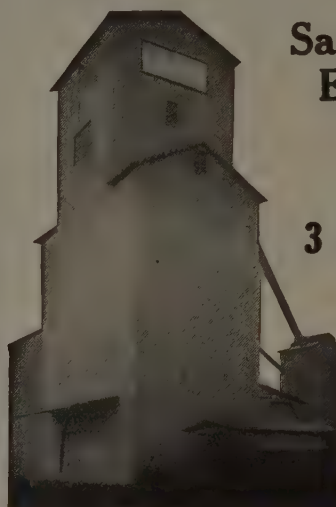
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**3 AMERICAS
CO.**

**Builders of
Better
Elevators**

122

**S. Michigan Av.
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WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Power { Gas Engine
Portable Elevator	{ Kerosene Engine
Power Shovel	{ Motors
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Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

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Fire-Proof Grain Elevators
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Contracts and Builds
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We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.

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A. H. Birchard CONTRACTORS Grain Elevators.

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THE STEPHENS Engineering Company

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ELEVATOR CONSTRUCTION SPECIALIST
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"HAVE IBBERSON BUILD IT"
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Any Size or Capacity
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ARE Being Built and
W. H. CRAMER is Building them
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CONTRACTORS, DESIGNERS AND BUILDERS
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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
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1501 Commerce St., Ft. Worth, Texas
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BURRELL'S 1916 RECORD
97 CONTRACTS
Complete Elevators and Mill Buildings

With an organization at the peak of its efficiency and our contracts of 1916 practically completed, prospective builders of Grain Elevators will find it to their advantage to consult us—it costs nothing.

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"Hydrite" Your Elevator. Prevent that LOSS due to damp and off-grade grain by making your pit and walls waterproof
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BUYERS AND SELLERS
of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.



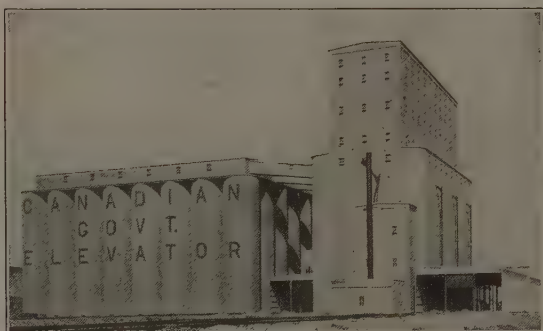
CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
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The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

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Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity. Recently Completed.

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Capacity 3,500,000 Bushels

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Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
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C. & N. W. RY. Calumet Terminal Elevator
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Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

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John S. Metcalf Company, Limited
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35 Southampton St., LONDON, W. C., ENGLAND

WITHERSPOON-ENGLAR CO.

Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

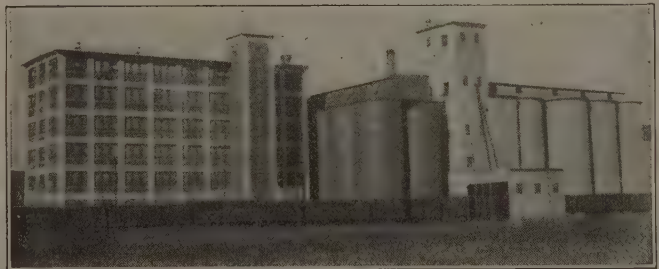
Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

WITHERSPOON-ENGLAR CO.

1247 Monadnock Bldg. CHICAGO, ILL.

Builders of Modern Fireproof
MILLS AND ELEVATORS



The 2,000,000 Bushel
WESTERN MARYLAND ELEVATOR
at Baltimore

JAMES STEWART & CO., Inc.

Designers and Builders.

GRAIN ELEVATORS

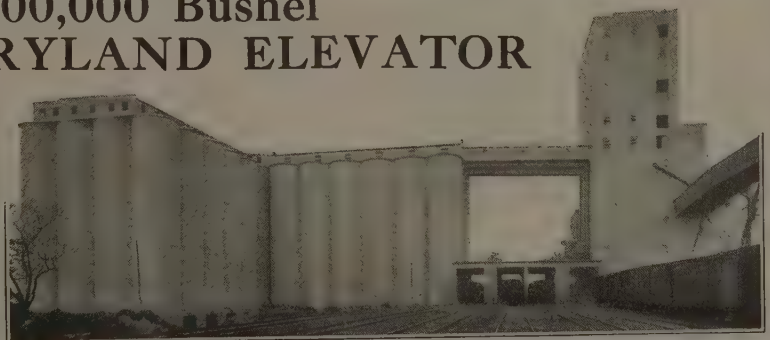
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CHICAGO

W. R. SINKS, Manager



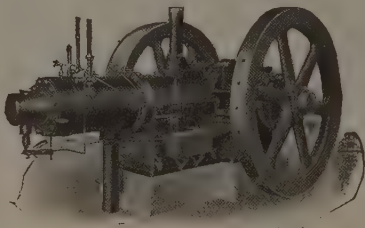
A Few Facts About The Money Making MUNCIE

It costs less to operate than any other engine.

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It is an injection engine, not a gasoline engine with heating attachment.

It is automatic throughout—very simple—with not an ounce of superfluous trappings.



It can be compared to no other engine—it is something entirely different—and careful investigation will reveal possibilities for increasing the quality of your power at lower cost for fuel, for maintenance and labor.

After reading this do you wonder that this engine is called the "Money Making Muncie"? Hundreds of elevators throughout the country have installed this engine in their plants and heartily agree with us that it is a money maker. Write for full information regarding size required, and let us solve your power problems.

Muncie Oil Engine Company

516 Jackson Street

Muncie, Ind.

OTTO Engines are continuously reliable. They are practically free from repairs, and have an exceptionally long life.

OTTOS are sturdy. They are much heavier per horse power. They run at moderate speed, which reduces vibration, and their long stroke results in increased efficiency.

Many of the original OTTOS are still in service after forty years, and are still good for many years to come. Performance like this has placed over 100,000 OTTO Engines in the hands of satisfied users.

No matter what size or type of gas or gasoline engines you need, it will pay you well to investigate OTTOS carefully.

The OTTO Gas Engine Works

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15 and 17 So. Clinton Street . . . Chicago
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OTTO

Gas and Gasoline Engines

Coal Handling Machinery



No matter what your tonnage may be we have Machinery to meet your individual needs.

Small Pockets erected in connection with ground storage sheds, can be profitably equipped with Elevating and Conveying Machinery, cutting handling costs and breakage to the minimum.

Write us your present conditions and we will submit our recommendations for you to consider—no charge for this service.

For prompt attention address our nearest office.

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WITTE HIGH-GRADE ENGINES

Kerosene, Gasoline, Gas, Distillate

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For operating belted machinery, elevators, pumps, feed grinders, bone mills, cream separators, crushers, blowers, hoists, etc.—Stationary or ED. H. WITTE Portable, also Saw-Rigs, complete. Largest exclusive engine factory in the world selling direct to the user. Saves \$25 to \$100—Immediate Shipment—Write for latest WITTE prices and catalog of engines. State size wanted, or what work you have.—ED. H. WITTE, PRES.

Witte Engine Works,
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3377 Empire Building, Pittsburgh, Pa.



Affidavit of Weight

WHEN YOU find it necessary to make a sworn statement of the amount of grain loaded into a car, use our **AFFIDAVIT of WEIGHT** blanks.

They are put up in books of 50, size 5½x8½ inches, printed on white bond paper, machine perforated so they may be easily torn out. Each blank contains the following information:

—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. ORDER FORM No. 7 A. W. Price 50c.

GRAIN DEALERS JOURNAL

315 South LaSalle St. Chicago, Ill.

What Does Your Fuel Cost?

It costs "60%" too much unless you are using the

American Kerosene Carburetor

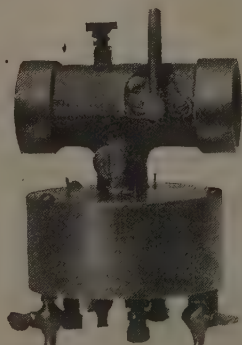
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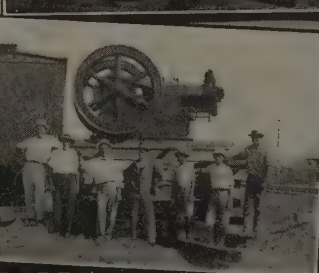
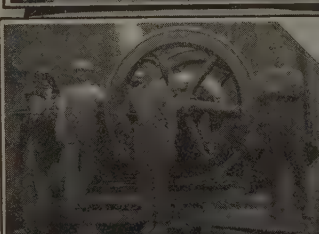
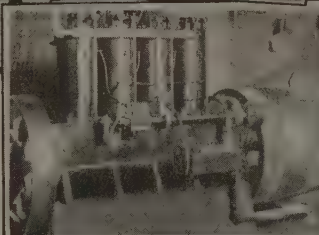
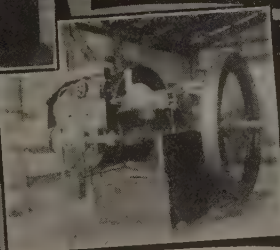
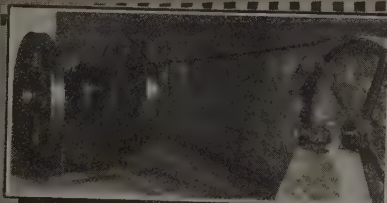
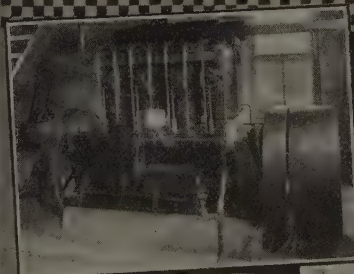
Kerosene Carburetor Co.

FRANKFORT, INDIANA

References: The American National Bank, Frankfort; Dun or Bradstreet



There's a Reason Why the Lauson Kerosene Engine is Preferable



Because the heart of any elevator or mill installation is the power plant.

Dependable economical power, such as is furnished by Lauson Kerosene Engine is always the most profitable.

We have solved the power problems for hundreds of elevator and mill owners and we believe we can do the same for you.

Tell us what you want to drive and we will recommend a size Lauson for your particular needs.

The JOHN LAUSON MFG. CO. NEW HOLSTEIN, WIS. U.S.A.
65 Monroe St.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with
Torsion Balances.



5055

Style No. 5055 Corn
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

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Prevent Leakages

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**Used by Thousands of
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WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
OF ONLY THE BEST

Reynolds Grain Bleacher



The REYNOLDS GRAIN BLEACHER is used by the largest grain dealers in United States and Canada; sizes up to 8000 bushels per hour. It is patented and stands alone in its class. The patent covers forcing fumes longitudinally through a mass of grain and any one doing this, no matter what means are used, is infringing our patents.

**BEWARE OF
PIRATES.**

Before closing deal
write us for full par-
ticulars.

**Reynolds
Bleacher
Company**

332 South La Salle Street

CHICAGO

OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25.

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Form No. 411-C contains 60 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D and 10 sets Form E. Price \$1.25.

Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

CHICAGO, ILL.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

IOWA elevator and coal business for sale; fine location. A. L. Tollefson, Est., St. Ansgar, Iowa.

OKLAHOMA one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

MICHIGAN bargain. Will sell 15,000 bu. bean and grain elevator at once; town 3,000; one other elevator. Address Don, Box 10, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

OHIO—7M elvtr., cribbed, equipped with up-to-date machinery, corn cribs, cement house, lumber shed, coal yard in connection. Located in good town, doing good business. Address Coal, Box I, Grain Dealers Journal, Chicago.

BUY THIS ELEVATOR—Located in heart of Ohio's best grain growing territory. Small town; no competition. Besides grain, an excellent point for shipping hay. Have a number of good side lines. The price is right. Address Buy, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS—65,000 bu. cap. elevator in rich grain belt; handles 200,000 to 250,000 bu. grain annually; no competition. Full particulars upon request; no trades. Coal and feed business in connection. Address Belt, Box 10, Grain Dealers Journal, Chicago, Ill.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

CENTRAL KANSAS ELEVATORS—Three good grain elevators, combined capacity 25,000 bu., handle about 250,000 bu. annually; now running; good competition and money-makers. Best of reasons for selling. Close to Wichita and Kansas City markets. Address W. L. Scott & Sons, Grain Co. Wichita, Kans.

INDIANA—You are looking for us if you want the biggest elevator opportunity in the state of Indiana. We have a modern 10,000 bu. cap. cribbed steelclad elevator with warehouse, corncrib, coal sheds on the Wab. R. R. in northern Ind., using kerosene power, 1-35 horse Lambert and 1-6 horse Burnoil engine, dump, sheller, feed grinder; all new; cleaner and 6 elevator legs. Handling flour, feed, coal, tile, cement, fertilizer, limestone, sand, and roofing as side lines; handling 100,000 bu. grain and doing \$100,000 business annually; with privilege of buying two choice residences. \$6500 will buy business as it stands. Excellent reasons for selling. N. L. Laver & Son, Wyatt, Ind.

ELEVATORS FOR SALE.

FOR SALE—Good elevator in best part Darke Co., Ohio; small town, no competition; doing \$75,000 business annually. Address Black, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—15,000 bu. Elevator, modern, in the best grain country in Central Indiana; dirt cheap if sold at once. Address Thorn, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Line of grain elevators in Indiana with coal business connected. Will sell all together or any one station separate; good business and territory. Address X, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—Bean and Grain elevator, 9M bu. capacity; good coal business; situated on G. T. W. Railway, in center of bean growing district; all cribbed walls and bins. Address M. H. Bird, R. F. D. No. 6, Lansing, Mich.

NORTH CENTRAL ILLINOIS elevator on I. C. R. R., 30,000 capacity; outside storage 30,000 bus; Gasoline engine, good coal business. One competitor; good territory. Can be bought right. C. A. Burks, Decatur, Ill.

TWO ELEVATOR BARGAINS.

Have two medium priced elevators with in 100 miles of Chicago that are special bargains. Either can be bought on small cash payments. Good towns and splendid business. Jas. M. Maguire, 6454 Minerva Ave., Chicago, Ill.

ELEVATORS WANTED.

TO EXCHANGE—Equity in strictly modern residence well located in Omaha. Rental \$30 per month, for grain elevator well located. C. H. Eckery, Cedar Rapids, Nebr.

WANTED TO BUY—Elevator located in Michigan in the bean district; I have some real estate consisting of a new house and lot close to Saginaw I wish to make part payment with. Address Hem, Box 12, Grain Dealers Journal, Chicago.

WANTED—A 75,000-bu. or more cap. elevator and coal and lumber business as part paymt. for a fine 260-acre farm in central Iowa; good improvements and good location; prefer Ill. or Ia. and elvtr. must be in good condition. Address One, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

FARMS & MILLS—Another fine mill sold by Parshall. List your mills and elevators with the man who knows the business. Farms to exchange for mills that are in operation. A very good 50-bbl. Ohio mill for rent or sale; rental \$650, for sale \$4,600, \$1,300 down; did \$56,000 business in 1915. Several mills and elvtrs. at bargain prices. 5,000-bu. elvtr. at \$1,500, half cash down. For information, write R. N. Parshall, 111 W. High St., Detroit, Mich.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

BUSINESS OPPORTUNITIES.

EXCHANGE—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address P. O. Box 386, Cedar Rapids, Iowa.

FOR RENT—Elevator with coal and hay business in connection at McCall, Hancock Co., Ill. Reasonable terms. Address W. T. Walliker, Monica, Ill.

FOR SALE or Rent—Feed and cereal mill, flour, feed and fuel business, now doing a good business. Will sell at a bargain if taken at once. L. P. Solberg, Pequot, Minn.

FOR SALE OR TRADE—Flour, feed and electric plant, high class in up-to-date Wisc. town; monthly receipts \$500; title clear; would accept part trade. H. D. Mintz, Grand Rapids, Wisc.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

FOR TRADE—\$17,000 equity on 680-acre stock and grain farm; 200 acres broke, 2500 acres pasture, balance fine hay meadow, 15 miles from town; new R. R. about to be built near farm. Good eight-room house, large barn, cattle and hog sheds, etc. A money-maker. Want grain, lumber or hardware business. Address Lock Box 455, Osmond, Nebr.

IF YOU want to change business or occupation or better climatic conditions, please write me and state what you desire. Have been here ten years and find that a man desiring a good ranch for fruit, alfalfa, dairy or stock should be very careful in selection. The live stock raising appeals to me as very good and not overdone. I am known to many of the old grain and hay dealers of the Middle West, as I was a dealer for thirty-five years at Lima, Ohio, and refer you to the editor of this Journal.

A. E. Clutter, Real Estate, 519 Wilcox Bldg., Los Angeles, Cal.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED to go into the grain or lumber business with someone who has a good point and can furnish most of the capital. Look me up and see if we cannot make a deal beneficial to both; 14 yrs. experience in grain and coal, mostly with Farmers Elvtr. Co. 33 yrs. old, married. Address Lock Box 43, Blencoe, Iowa.

WANTED—Partner in a 200-bbl. Roller Mill, with elevator, also electric light plant in connection for lighting city; in a thrifty town; a paying proposition. Would sell mill and elevator without light plant; would sell whole entire plant, but prefer to sell one-half interest; would rent mill and elevator, oil engines for power. Anyone looking for a paying proposition will do well to investigate. Address Mill, Box 11, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

WANTED—Present address of Geo. P. Douglas, who moved from Mason City, Ill., some time ago to Pittsfield, and then to Beardstown. Write Main, Box 12, Grain Dealers Journal, Chicago, Ill.

HELP WANTED

WANTED—Buyer or manager for the Farmers Elevator Co. at Dotson, Minn., to begin March 1, 1917. Address J. L. Farwell, Sec'y, Springfield, Minn.

WANTED—Miller for 25-bbl. Midget Marvel in eastern Montana, one who can take \$2,000 in stock; mill running and doing a fine business. Address Well, Box 1, Grain Dealers Journal, Chicago.

WANTED—Competent young man who wishes to learn the grain and lumber business, to assist with elevator, yard and office work. Address C. E. Likins, Mgr. Royal Lumber & Grain Co., Rodman, Iowa.

WANTED—Foreman to take charge of Poultry Food Manufacturing Department. Must be thoroughly experienced and familiar with the compounding of all kinds of Poultry Foods. Splendid opportunity to right party. Address Food, Box 1, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

SITUATIONS WANTED.

POSITION wanted as mgr. or supt. of elevator; 15 yrs. experience in buying, selling and handling of grain; married; 35 yrs. old; good references. Corn belt preferred. Address J. Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as traveling solicitor; experienced. Reference present employer, thirty-five years old; steady worker. Would like to make change. Address Spring, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator. 10 years' experience; age 31 yrs., speak English and German; can show results. Open for good first class position only, after March 1st, 1917. Address Lock Box 1, Leonore, Ill.

POSITION with grain firm as mgr. or solicitor. 12 yrs. exp. grain business, keep books, operate and repair elevator mch., understand farm implements, seeds, live stock and other side lines. Address Wool, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator or lumber yard; 8 yrs. experience; American, 30 yrs. old; now employed but desire change; can start on 15 to 30 days' notice. Address Bolt, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WIDE AWAKE man desires position as manager of elevator doing large business; thoroughly experienced. Address Wide, Box 1, Grain Dealers Journal, Chicago.

WANTED—Position with good grain firm as Mgr. of Elvtr. or in office of good comm. firm. 10 yrs. exp., good ref. Address Gail, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as bookkeeper or manager of elevator or mill; 6 yrs. exp. in grain business; A1 ref. Qualified to manage both office and plant. Address R., Box 1, Grain Dealers Journal, Chicago.

AM LOOKING for position in city or country elevator. Can manage and run an elevator, have had good experience and can furnish A-1 references. Reasonable salary. Write H. A. Asling, Yocemento, Kans.

POSITION WANTED as mgr. or supt. of elvtr. 20 yrs. exp. in buying, selling and handling of grain, coal, lumber and live stock; good ref. Corn belt preferred. Address Strong, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as elevator man or office assistant; 5½ yrs. as elevator man and 3 months' experience in railroad office; age 28; speak English and German. A1 references. Address Plain, Box 1, Grain Dealers Journal, Chicago.

WANTED—Position as elevator manager by man 40 yrs. old; now employed, but wish to change after Dec. 1st, 1916. (Farmers Elvtr. preferred.) 15 yrs. experience handling grain and stock in corn belt. Address Change, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Mgr. of Gr. Elvtr. Prefer Kansas location but will consider other points. Thoroughly exp. in grain, feed, lumber and implement business. American, 37 yrs. old, married. Can furnish A-1 ref. Address Stratton, Box 9, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED.**NOTICE!**

Board of Trade Firms.

One of the best known grain buyers in the Middle West will shortly be open for a position, either road or office work. He is also an expert Seedsman. Address The Man Who Gets Results, Box 1, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—75-bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, Ohio.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

FOR SALE—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SECOND-HAND BAGS AND BURLAP.

IF IN NEED of second hand burlap feed bags or 98 pound cotton flour bags write the Springfield Bag & Burlap Co., Springfield, Ill.

FOR SALE—2,400 second hand cotton grain bags in shipping order. Will hold 2½ bushels of wheat. In lots from 100 up. Price 14c each, f. o. b. St. Louis. Write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

FERRETS.

2000 Ferrets. Prices and booklet mailed free. N. E. Knapp, Rochester, O.

FERRETS—1,000 good ratters, hunters. Breeding stock sale. G. Breaman Co., Danville, Ill.

DYNAMOS—MOTORS.

FOR SALE—One 20-h. p. 850 R. P. M. 60 cycle 3 phase A. C. Westinghouse Motor, including auto starter, switches, fuse blocks and wiring; running daily; \$260 f. o. b. Write or wire E. R. T. Howard & Co., Brownsville, Texas.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

SCREENINGS WANTED.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

Journal "Wanted—For Sale" ads will put you in touch with people who are "Necessary to your prosperity."

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the Grain Dealers Journal on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

MACHINES FOR SALE.

FOR SALE—16-inch American Special self-tramming feed grinder; first class condition. Fox & Hess Co., Coldwater, O.

FOR SALE—Portable dump for ear corn and oats; never been used. Will sell cheap. Inquire H. Hall, Unionville Center, O.

FOR SALE—Beall Corn & Cob Separator, wheat and oats cleaner, 1,000 bu. per hr. cap.; \$75.00; 6-h. p. Havana Gasoline engine, \$60.00, f. o. b. Lippincott, Ohio. Outram & Russell, Urbana, Ohio.

One No. 4 Rowell Feed Mill, used one year; in good shape. Price, \$150.00.

One No. 5 Sparton Corn Crusher and Grinder; slightly used; good as new. \$50.00. Benson Mill & Elvtr. Co., Benson, Minn.

FOR SALE cheap, guaranteed good condition, one twenty-inch attrition mill, one twenty-inch burr mill, one cob crusher, elevating machinery, pulleys, hangers and belts. Lee T. Ward, Commercial Trust Bldg., Philadelphia, Pa.

ELEVATOR AND MILL EQUIPMENT at sacrifice prices.

1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu. \$210.00

1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu. 275.00

1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour 220.00

1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour 250.00

1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr. 295.00

1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr. 120.00

All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

10 10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.

6 10-ft. lengths, 9" L. H. Conveyor, each \$6.00.

5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.

4 12-ft. lengths, 14" L. H. Conv., 3" pipe, \$14.00.

9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.

5 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump, Co.,
431-437 So. Clinton St., Chicago.
Established over 44 years.

MACHINES FOR SALE.

FOR SALE—\$30,000 worth of up-to-date flour mill equipment. Write J. B. McClure Grain Co., Hutchinson, Kans.

FOR SALE CHEAP—9x30 three pair high second hand Noye rolls, belt drive both sides, rebuilt, newly corrugated. F. Y. Gauntt Mfg. Co., Fort Wayne, Ind.

FOR SALE—One No. 4 Double King Car Loader and pulleys, shaft, collars and boxes that go with it. Only been used through one harvest; will sell at a bargain. Farmers Grain and Seed Co., Darlington, Ind.

FOR SALE—1 Foos scientific cob crusher in fair condition; 1 24-in. feed stone; one 8-h. p. International Hopper cooled gasoline engine in fair running condition without gas tank. Make me an offer. A. E. Young, Ravenna, Mich.

FOR SALE.

1 35-h. p. steam engine, good as new.

1 35-h. p. Power Boiler, first class shape. 150 ft. chain with buckets attached, both in good shape.

1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.

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1 Invincible Dustless double receiving cleaner, in good shape.

1 B. & L. Corn sheller, and cleaner combined, good as new.
Connell & Anderson Grain Co.,
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1—16" B. B. Attrition Mill & Drive \$220.00

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All f.o.b. shipping point subj. to prior sale, 1/4 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders; Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

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ARE YOU a quick buyer who can tell a bargain? If so, we offer you

1-100 ton 46 refitted Fairbanks Track Scale with recording beam and steel frame. \$450.00

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We also have some dandy bargains in refitted Wagon scales. Dormant scale and

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WANTED—30 or 35-h. p. oil or gas engine; must be in good running order; cheap for cash. W. J. Arthur, Luther, Okla.

ENGINES FOR SALE.

FOR SALE CHEAP—2 Stationary St. Mary's 30-35 h. p. gas or gasoline engines. The Western Reserve Seed Co., Norwalk, O.

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FOR SALE—A 25-h. p. gasoline engine, Brunner make, Peru, Illinois. In perfect condition, only slightly used for several years in a manual training school; very cheap. Address La Salle-Peru Township High School, La Salle, Ill.

FOR SALE—One 25-h. p. St. Marys gas or oil engine complete, with friction clutch pulley and 170-gallon storage tank; in good condition. Hiawatha Light, Power & Ice Co., Hiawatha, Kan.

POWER PLANT COMPLETE.

65-h. p. Nash Gas Engine and Smith gas producer; excellent condition. Too small for present use. Inquire

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And many others.

Send for big list of auto, marine, tractor, aeromotor and stationary engine values.

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SEEDS FOR SALE.

FOR SALE—Hog and Golden Millet, car lots. John E. Speltz, Venango, Neb.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

BROMUS INERMIS grass seed certified by N. D. Pure Seed Laboratory; 90% germination. For prices and particulars, write G. A. Spicer, 1029 E. 46th, Chicago.

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WHOLESALE FIELD SEEDS
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We are in the market and prepared to pay cash for any quantity of Timothy, Clovers, Timothy and Clovers mixed, Millet and Sudan Grass—also other field seeds. Send us samples, description, state quantity you have and quote cash price per bushel f. o. b. your station. No lot too small nor too large. Address
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SEEDS WANTED.

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WANTED—Medium, Mammoth, German Millet seed and beardless barley, true to name. Mail sample and price to Walter G. Trumpler, Tiffin, Ohio.

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Also Red, Alsike, Timothy and Soy beans.

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Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogstail seed, etc. Importer of Clover and Natural grass-seeds. Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

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Clover and Timothy Seed

Consignments solicited. Send us your samples.
Toledo, Ohio

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CRAWFORDSVILLE, IND.

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Crawfordsville Seed Co., seed merchants.

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Small & Co., W. H., seeds, grain and hay.

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Farmers Seed & Nursery Co., seed merchants.

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Busch Seed Co., W. J., seeds and grain.

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Goldsmith & Co., Jacob, field seeds.
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Hirsch, Henry, clover, alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

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New Crop

DWARF ESSEX RAPE SEED
ORCHARD GRASS
RED CLOVER
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Carloads or less

I. L. RADWANER

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Write or wire us for sampled offers

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SEEDS FOR SALE.

FOR SALE—Alsike and Red Clover, superior quality, Wisconsin grown; any quantity. Samples on request. Oshkosh Seed Co., Oshkosh, Wisc.

FOR SALE — Thoroughbred Kentucky Blue Grass seed, grown on Elmendorf, the model farm of the blue grass section of Kentucky. Recent test by experiment station shows germination test of 90%. For samples and prices, write Elmendorf Coal & Feed Co., Inc., Lexington, Ky.

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MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
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WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

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WANT TO PURCHASE Northern grown seed corn, speltz, Swedish select oats, six rowed and white Hullless Barley, Spring rye, Macaroni and Fife Spring wheat. Mail samples with prices. Lou S. Darling Seed Co., Petoskey, Mich.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

We Buy **SEEDS** We Sell

J. G. PEPPARD SEED CO.
Kansas City, Mo.

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FOR SALE—One Hundred bushel medium clover. Elmwood Lumber & Grain Co., Elmwood, Wis.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

I HAVE 30,000 pounds seed, screenings, mixed of red and white, alsike, and timothy for sale. Theo. H. Runte, Hilbert, Wisc.

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Would like experienced partner with \$5,000 or more.

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NEW YORK CITY

FLOWER, FIELD AND LAWN SEED

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We pay top prices for seeds. Your track or Toledo. Send samples.

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CLOVER

Samples, prices and our market letter upon request. Cash and futures.

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THE
ILLINOIS SEED CO.

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Mail Samples for Bids

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Headquarters for

Red, White and Alsike

Clover

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SEED CORN FIELD PEAS

FIELD **SEEDS** GRASS

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The Albert Dickinson Co.

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is tangible evidence of the ability of this company to furnish what it advertises—Service. The individual country grain dealers and millers who are our patrons know, so far as their own business relations with this company are concerned, just what **satisfaction** means.

Satisfaction is a synonym for Rosenbaum Service.

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Each Department of the J. Rosenbaum Grain Co. is on a par with the Rosenbaum Review.

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We repeat. Every department is on a par with the Rosenbaum Review, and here is what a few think of the Review:

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We are enclosing herewith our official order for one year's subscription to the "Rosenbaum Review" and also the blank required by the State Comptroller for statements. If you will receipt this at the place indicated and return to this Department, we will immediately put it through our Business Office for payment.—Department

of Rural Economy, G. N. Lauman, Cornell University.

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We pronounce the ROSENBAUM REVIEW a distinct success, and wish its editor and publisher all the good things that could be wished for its continued success.—J. C. Smith & Wallace Co., Newark, N. J.

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GRAIN DEALERS JOURNAL

[Incorporated]

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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JANUARY 10, 1917

ROOFING AN elevator with wood shingles is like looking for a leak in a gas tank with a match. It is fraught with much danger.

CHANGES now confronting the grain trade, as outlined by Mr. Eikenberry elsewhere in this number, merit the close study and careful consideration of every grain dealer who aspires to the successful promotion of his business.

FEW Indiana shippers at the recent convention admitted they were getting enough cars to meet their needs, and many were getting so few cars that they were frequently forced to suspend receiving grain, because of a full house, and considerable grain still remains on the farm.

KING CORN has reached the dollar mark, and is strutting around like a young rooster. It has been many years since May corn commanded this price. Dealers who have corn in storage must not overlook the fact that war prices decline just as quickly as they advance. While the general presumption is that the crop is short, the embargoes and scarcity of cars may have made the crop appear shorter than it really is.

FIRE losses are unusually large because of the large amount of high priced grain held in store, due to the embargoes against shipments. Elevator operators everywhere owe it to themselves to keep their property well insured at times when they have so much at risk.

THE SPLENDID work being done by some county agents so enthused the Indiana shippers gathered at Indianapolis this week that all heartily endorsed the idea, in the hope that it would result in a better community spirit and the fostering of more active co-operation among the people of each county, in the promotion of the real agricultural interests of the people of the county.

AN OHIO shipper, who has his heart set on obtaining a clean B/L for his bulk shipments, has prepared a formal notice which he files with the railroad agent to send a representative to his elevator to witness the loading of each shipment, to the end that it may know what was placed in the car and have no excuse for refusing to issue a clean B/L. He ignores in toto the railroads' contention as to what constitutes adequate weighing facilities, but proceeds with the supposition that his weighing facilities are not in question.

SELLING THE same grain to two elevators is an experiment indulged in by a couple of farmers at Glencoe, Ia., which has proved embarrassing to all parties concerned and somewhat expensive to the sellers. When farmers learn more about the importance of a contract, be it either verbal or written, they will make less trouble for the grain dealer, but so long as the grain dealers hesitate to insist upon written contracts and permit the breaking of verbal contracts, the grain growers will continue to consider contracts of little importance. The grain dealers are the sufferers, but they have the remedy in their own hands.

THE NATURAL SHRINKAGE suit started this week in the Illinois courts by the biggest grain shipping firms in the United States, as reported on page 50 of this number of the Journal, embraces so many railroad companies defendant that a decision in favor of the shippers in this one case will practically knock out the tariff. In this first presentation of the petition for an injunction restraining the taking of the shippers' grain the complainants have by no means exhausted their ammunition, their attorneys being well fortified with arguments against the practice of docking for invisible loss when there is no proof whatever that the particular car in question lost a single pound by evaporation while in transit. The attorneys hope to overcome the bad effect of the ruling by the Interstate Commerce Commission that the shrinkage rule was sufficiently reasonable to find a place in the tariffs.

THE SLOW clearing of the freight congestion and the general adoption of the progressive demurrage charges, prompts the suggestion that shippers instruct their banks to send B/L and draft direct to destination point, lest their delayed delivery prevent the prompt unloading of the grain and result in the shipper being assessed heavily for demurrage.

MANY THOUSAND embargoes and demurrage charges of \$1 to \$5 a day, have greatly assisted the railroads in clearing up the congestion, but the lack of ample grain loading facilities at the eastern seaboard has greatly retarded the loading of the fleets of vessels lately arriving from Europe. However, by working the elevators continuously, it is expected the vessels will soon be loaded and the congested yards cleared of loaded grain cars.

LICENSED inspectors under the Grain Standards Act must bear the fullest measure of responsibility, as it is not the policy of the present administration of the Department of Agriculture to assume the slightest duty not explicitly imposed by the law. The inspectors are examined and given a certificate and then turned loose upon the public. The licensed inspector may grade corn by guess and get the moisture content by the feel of the corn in his hand and the government supervisors will let him go ahead without hindrance until some complaint is made that his grades do not line up with the federal requirements, when the samples alleged to have been erroneously graded by him will be tested by the supervisors, and if it appears that he has discarded the sieves and the moisture testers his license will be revoked.

SHIPPERs to St. Louis who long suffered from the poor weighing service rendered by Missouri politicians, should not be discouraged by the recent decision of the Missouri Supreme Court, giving a partial judgment of ouster against the grain exchanges of that state, who have been checking the weighing of grain in public grain elevators. The grain exchange weighing departments have not been doing the actual weighing. All they have been doing is to serve as tallymen in checking up the work of the weighmen. They have been there as the representatives of the owners of the grain, and it is very doubtful if the state warehouse commissioner will be able to keep these tallymen away from the scales. The owners of the grain pay for the service, and the work of the tallymen in no wise interferes with the work of the weighmen, so there is no excuse in the courts trying to interfere with their work, and it is doubtful if any court that clearly understands the matter will support the contention of the state warehouse commissioner.

THE RECONSIGNMENT privilege, which some of the railroads were determined to withdraw from the shipping public, in hope that later they might permit the privilege with a greatly increased charge for it, will not be discontinued just yet. It is evident that the opposition against the change was too well organized for the railroads, and they have seen fit temporarily, at least, to abandon their efforts to stop the billing of grain to hold points for instructions.

THE B/L MUDDLE elucidated by Mr. Hopkins in this number of the Journal, will prove interesting reading to shippers everywhere who experience any difficulty in obtaining a clean B/L for each shipment and pay for the loss of any grain which the carrier fails to deliver at destination. An interchange of experiences and convictions on this subject will be helpful to the entire trade. Let us hear from you.

ILLINOIS ROADS will soon be made passable at all seasons of the year if the Illinois Highway Improvement Ass'n has its way. At a meeting held last week in Danville it declared in favor of a sixty million dollar bond issue to improve the highways of the state. If all this money gets into the roadways the farmers will be able to market grain every month of the year, but if it is used in paving the pleasure path of the politicians, it will not go very far.

PEACE MAY BE much nearer than is generally supposed. The belligerents are no doubt all weary of the slaughter and would gladly stop if they could do so without discredit to themselves. Elevator men with houses full of grain need to protect themselves with long time hedges against quick declines in the market price, before they can market their grain. The future is so full of uncertainties due to peace offers and the transportation situation, that no elevator operator can afford to take long chances, while some of the railway unions are threatening to strike, if the advantages which they supposed they gained thru the Adamson law are not given to them.

ALL INTERSTATE shippers of grain must now sell corn by the Federal Grades or else by sample, hence there seems no excuse for their continuing to buy the farmers' off-grade stuff, as well as his No. 2 as corn. The sooner the grain buyer takes to buying corn by grade, the sooner will the corn growers be prompted to exercise more intelligent discrimination, to the end that they have corn of good quality and in marketable condition, before presenting it to the country dealer. Accepting the poor products of a slovenly farmer at the top of the market does not raise you in his estimation, neither does it encourage him to try to grow better grain, or to place it in prime condition before presenting it at your elevator. When the grain is off-grade, dock the farmer for his dirt, smut, must, moisture and shriveled grain. Paying out good money for bad grain is just as foolish as exchanging U. S. Treasury notes for counterfeit.

THE GRAIN inspection Department of Kansas has accumulated a surplus of over \$80,000, notwithstanding the point frequently raised by the grain shippers of the state that the law was not intended as a revenue measure. The chief inspector has authority to reduce the inspection fee, but does not seem disposed to do so, so it is up to the grain dealers of the state to insist upon an enactment which will reduce the fee to a figure more in keeping with the actual needs of the department.

AN INDIANA grain buyer recently paid a second time for oats purchased from the tenant. The landlord was not overly vigilant, so her tenant sold the crops and went off without paying his rent. It is decidedly unpleasant to have to pay for grain a second time in these days of war prices. Dealers who keep close tab on their patrons protect themselves by communicating with the landlord before paying for grain delivered by a tenant. This prevents many law suits and reduces losses.

THE MANY conferences being held between the heads of the unions and the railroads show that both sides are desirous of settling their differences out of court, and without legislative interference or regulation. The Adamson Law is now recognized as a great mistake by politicians who seemed to fear to face the situation just before election. One thing the country really needs above everything else is the enactment of a law which will force the arbitration of differences between employees and managers of public utilities, because the public is just as much, if not more interested in the fair settlement of such differences than either the employees or managers.

NORTH DAKOTA seems to have been captured by a band of agitators, who are determined to do nothing but talk themselves, in the hope that the public may be induced to undertake the ownership and operation of all important industries bearing on the marketing of farm products. Altho the grain growers of that state would be no better off if the government built a dozen large elevators at different terminals, for the handling of North Dakota's grain, they cannot stifle their intense mania for public owned and public operated grain handling facilities. If some authority of recognized integrity could but undertake the enlightenment of the grain growers of North Dakota, as to the care exercised by the great Commonwealth of Minnesota in the grading and weighing of grain received in its terminal markets, many of them might be made to understand that their interests are in perfectly safe hands. The head of the North Dakota league, who recently moved to St. Paul, has begun to promise federal ownership of grain elevators and other adjuncts necessary to the marketing of farm products. So many different wild eyed agitators are now working the farmer that it is utterly impossible for him to follow in the lead of all their wild theories, and the wonder is will he have any time left to consider the real problems of the farm.

Wanted—A Clean B/L.

When the Pomerene B/L Bill was enacted into law, with the many amendments saddled onto it by Mr. Adamson, it was generally presumed that its enforcement would develop many weak points, and they have already begun to appear.

The first controversy raised by the carriers is, What constitutes "adequate weighing facilities"? In the absence of any legally established standard facilities for determining the weight of packages or bulk grain, it is natural that the grain shippers of the land should be satisfied with the weighing facilities in common use. The railroads have generally determined the weight of package freight by similar weighing machines, and without protest on part of the shippers. Likewise the carriers have for years accepted the weights of bulk grain as determined by the elevator scales. It is true they have checked these weights with track scale weights, but they have recognized the greater accuracy of the elevator scales and at no time claimed greater accuracy for their own track scales.

The very fact that the railroads have generally accepted elevator weights, would seem to support the contention that such scales, when kept in prime working condition thru frequent inspection, do constitute adequate weighing facilities. However, the minute "adequate weighing facilities" is used in a law, the railroad officials and attorneys begin to split hairs over what constitutes such facilities, and in hope of gaining ends of time they wish the Bureau of Standards to spend two or three centuries in investigating different facilities for determining weight, to the end that some standard device may be determined and legalized.

The grain carrying roads have so persistently waged a stubborn fight to secure the general admission that bulk shipments of grain do shrink naturally, as claimed by the railway freight officials, that their pride makes it difficult for them to surrender to reason, issue a clean B/L and deliver the full amount at destination or pay for the loss. While it is to the interest of the railroad companies to make a mountain out of "adequate weighing facilities" and block all justice, if possible, still it would seem likely that most courts would put a reasonable interpretation on the meaning of the words, and accept the word of practical scale experts as to what is essential to the accurate determination of the weight of any granular material shipped in bulk.

Notwithstanding the fact that the courts have not yet decided that Sec. 21 fails to give the shipper of granular material in bulk the clean B/L sought, the original author of the B/L law has introduced as S. 7361 the original wording of the last part of Section 21 to read as follows:

Sec. 21. That when goods are loaded by a shipper at a place where the carrier maintains an agency such carrier shall, on

written request of such shipper and when given a reasonable opportunity by the shipper so to do, count the packages of goods, if package freight, and ascertain the kind and quantity, if bulk freight, within a reasonable time after such written request, and such carrier shall not, in such cases, insert in the bill of lading or in any notice, receipt, contract, rule, regulation, or tariff, "Shipper's weight, load, and count" or other words of like purport, indicating that the goods were loaded by the shipper and the description of them made by him. If so inserted, contrary to the provisions of this section, said words shall be treated as null and void and as if not inserted therein.

The bill also provides for the repeal of that part of the section referring to "where the shipper of bulk freight installs and maintains adequate facilities for weighing such freight."

A few carriers, recognizing that their claim departments permitted a great leak in their cash box, have attempted to reduce the leak by making a special effort to keep all cars in condition to transport granular material in bulk, and they have gone even farther by providing car liners and first class grain doors, so as to minimize the opportunity for grain leaking from cars. At the same time these roads have joined with the other carriers in their stubborn contention for the recognition of their dockage for so-called "natural shrinkage." Shippers who believe in the justice and reasonableness of the courts will not hesitate to meet the contention of the carriers as to what constitutes adequate weighing facilities.

If any shippers are experiencing difficulty in, or are unable to obtain a clean B/L for bulk grain weighed into cars, then it is up to them to communicate the facts and the reasons therefore to the members of the trade, in the hope that carriers who are not disposed to treat shippers' interests with reasonable fairness will be confronted by united opposition in thought and argument, even though not in action.

THE LIABILITY of railroad companies, covered by Bs/L issued by agents authorized to issue such bills, is so firmly established by the new B/L law, that all railroad companies will no doubt soon bond their agents with a fidelity company, just as the Pennsylvania R. R. Co. has been doing for years. When the practice becomes more general, all station agents will exercise greater care in issuing S/O Bs/L, and such billing will have more value in all sections of the country. It is barely possible the time is near at hand when all railroads will refuse to give out blank S/O Bs/L, and will have those issued at each station numbered serially, filled in only by the station agent, signed in ink and bear the station dating stamp, just as passenger tickets do. Surely the property involved is important enough to justify all this care and more. The very fact that some of the railroads are bonding their agents is an admission of their liability to the shipper for the safe delivery at destination of property entrusted to it and accepted for in the B/L.

War Embargo Does Not Excuse Failure to Ship.

The Supreme Court of Oklahoma on Nov. 21 decided in favor of the W. L. Green Commission Co. against C. G. Morrison, of Medford, Okla., who failed to ship 3,000 bus. of No. 2 hard wheat to New Orleans at 87¢ per bushel in August, 1914, as per contract.

Plaintiff had to buy in the wheat in the open market at \$1.13 per bu., and got judgment for \$933.75, with interest at 6 per cent.

The defense was that on account of the war in Europe the Rock Island Railroad Company placed an embargo on the shipment of wheat from Medford, Okla., where the defendant was doing business, to New Orleans, in July and August, 1914, and he was therefore not able to procure cars for the shipment of wheat, and further, that the banks in the country, owing to the flurry caused in financial circles by the world war then raging, refused to pay out money, and "it was impossible for the said defendant to receive pay for the purchase price of said wheat." Therefore the contract was impossible of performance.

On this point the testimony was: "Mr. Riding: The defendant now offers to show by this witness that during the latter part of the month of August and the first part of September, 1914, the financial condition was such that only a limited amount, \$5, \$10 or \$15, would be paid by any of banks per day, throughout the country on any checks or drafts, and that it was impossible during the last 15 or 20 days of the month of August, 1914, and the first part of September, 1914, to obtain any money from any bank in the country in the sum of \$2,000 or more.

"Mr. Wedgwood: To which the plaintiff objects as incompetent, irrelevant, and immaterial.

"The Court: Yes, sustained.

"Mr. Riding: Exception.

"The Court: Wait a minute. I just want to ask a question. Q. Did you tender this wheat to the railroads? A. Well, I didn't tender it because I didn't have the chance; I went to the agent every morning and asked him, and the embargo was still on. Q. You didn't tender this wheat did you to the railroad company to deliver? A. I couldn't very well; they wouldn't set out a car. Q. Well, I mean did you try? A. Yes, sir; I don't know as I tried specially in the Green case, but I tried to get cars and I couldn't get any for New Orleans or Galveston; the embargo went on I think in the latter part of July.

"The Court: What do you call an embargo? A. They refuse to take cars for either of the ports, either Galveston or New Orleans at our station. Of course, I am only doing business at one station. Q. On account of the— A. Of the war I guess. Q. We didn't have any war here did we? A. No, but we had an embargo on the railroads, at least we had at Jefferson.

"The Court: Stand aside."

The Supreme Court said:

This testimony of the defendant, it will be seen, did not give a sufficient ground for his rescinding the contract, nor offer any sufficient excuse for his failure to perform. If it did not then clearly the refusal of the offer and excluding this evidence was not error.

To bring a contract within the rule of impossibility of performance it must appear that the thing to be done cannot by any means be accomplished.

An allegation that a party to a contract "did not have funds" to make the payments required thereunder is not alone sufficient to support a rescission of such contract by the other party.

The defendant voluntarily entered into this contract by which he agreed to sell and deliver the quantity of wheat at New Orleans during the month of August, 1914. He voluntarily placed this obligation upon himself; he made no provision in his contract to relieve him of this ob-

ligation in the event of war, or the placing of an embargo on the shipments of grain from his town to New Orleans by the railroad. He makes no claim that he could have purchased this wheat at some other market and have delivered it by some other road other than the Rock Island. The contract was not impossible of performance. The wheat could have been delivered as the contract provided.—161 Pac. Rep. 218.

Coming Conventions.

Jan. 18, 19.—Council of Grain Exchanges at Chicago.

Jan. 23, 25.—Iowa Farmers Grain Dealers Ass'n at Sioux City, Ia.

Jan. 30, 31.—Missouri Grain Dealers Ass'n at St. Joseph, Mo.

Feb. 14, 16.—Farmers Grain Dealers Ass'n of Minnesota at Minneapolis, Minn.

Feb. 15.—Michigan Hay & Grain Ass'n at Lansing, Mich.

Feb. 28, Mar. 1.—Farmers Grain Dealers Ass'n of North Dakota at Fargo, N. D.

May 9, 10.—Illinois Grain Dealers Ass'n at Springfield, Ill.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date, and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

T. & P. 5735 passed thru Baxter, Ia., Jan. 6, eastbound, leaking wheat under door. I coopered car door best I could and let it go forward.—W. T. Thorp, agt. Clark Brown Grain Co.

G. T. 17876 was set out at Grundy Center, Ia., Jan. 6. Sill was broken and there was straw stuffed in side to keep it from leaking white corn. Car was transferred into A. T. & S. F. 44876 by section crew and drays. Do not know how much it had leaked.—E. E. Billings.

N. Y. C. 794787 passed thru Yuma, Colo., Jan. 3, leaking wheat at one end. Was side-tracked here Jan. 1 and moved the 3rd.—Farmers Mfg.-Mercantile Co.

M. L. & T. 33649 passed thru Colfax, Ia., Dec. 29, in train No. 84, leaking white corn at side.—R. F. Agar, mgr. Denniston & Partridge Co.

Thirteen cars loaded with grain were wrecked at Agnew, Ill., Dec. 24, and many of them were badly smashed. The following cars were included: C., St. P., M. & O. 25666, loaded with barley; C. & N. W. 81216, S. A. L. 23751, and A., T. & S. F. 43080, loaded with yellow corn; E. & W. 10207, and B. & O. 95442, loaded with oats; Soo 2578, A., T. & S. F. 33328, Maine Central 9263, and C. & N. W. 67308, loaded with corn; A., T. & S. F. 33049 and N. Y. C. 212814, loaded with white corn.—J. A. Mathew, Round Grove, Ill.

St. L. & M. S. 34725 passed thru Plano, Ill., Dec. 6, leaking corn.—Jeter & Jeter.

C. H. & D. 45547 passed thru McPherson, Ia., Dec. 9, eastbound, leaking corn at doorpost. Did not have time to repair as train stopped only a minute.—W. H. Peake.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Why Not Settle on Shipper's Weights?

Grain Dealers Journal: I have often wondered if other grain dealers ever thought it a good idea for shippers to send sworn statements of weights and then have our weights for settlement instead of destination weights.

We have as good scales and can weigh as well, and are just as honest in weighing. The receiver is better situated to make claim than we are, and I believe there would be less waste if that were the rule. I would like to hear from other shippers.—J. F. Plice, Markle, Ind.

Elevators Full; Cars Needed.

Grain Dealers Journal: We notice several arguments on the high cost of living and high prices of bread supplies.

If the railroads would haul our surplus from Nebraska so it could be distributed to the feeders and mills, I think that would relieve many in want of supplies.

Farmers are anxious to sell at prevailing prices, the elevators are all full to the roof and thousands of bushels of corn are piled on the ground. The same with wheat. Elevator men have contracts due and are in a position where they have to buy in grain just to fill contracts because they cannot get cars to ship their own grain.

These high prices are not necessary on the account of a shortage, but because the railroads do not furnish ample shipping facilities. Let the railroads come west with their cars and we will furnish the grain both for domestic and foreign needs, and be glad to sell our grain at their present prices.

We are not worrying over how much grain we can buy, but how much we can keep from buying.

If speculators think we have a scarcity of grain let them make long enough bids, until we can get supplied with cars and

then see how long they hold present prices.—Respy., Alvo Grain Co., per J. W. Davis, Alvo, Nebr.

Insists on Doors in Car Roofs.

Grain Dealers Journal: I agree with Mr. Mongue of Marshall, Minn., in one respect. He says we need better equipment and he is right. Doors in the roofs of cars would save enough money in loading expense to pay for installing an automatic scale. The operator by installing such a scale could start to load one end of the car and when the scale registered a half car he could change to the other end. As soon as cars have doors in the roofs I am going to load both ends of the car at the same time. The car only has to be moved once to load thru roof doors, and if the shipper is wide awake and has enough ambition to put in two loading spouts, the car only has to be spotted once.

I claim that doors in the roofs will prevent many a clog up. If a man puts the spout in the car, starts the engine and goes into the office and falls asleep any elevator will clog up. That is one reason for having doors in the car roofs so that a man can be outside in the fresh air instead of getting into the car to shovel grain. He can then look into the car occasionally to see that it is not clogging up. I always trim a car, that is, level it off to see that it is not loaded higher than the grain door and if there is any chaff in the middle I throw it out. I would do that, no matter whether a car of grain is loaded thru a door in the roof or thru the side door.

Doors in the roofs of cars will save many a poor fellow like myself from eating poisonous dirt, and the opinion of any man who will knock on a deal that will save some brother's health is not worthy of consideration.—Percy Reed, Ada, Kan.

Form of Loading Notice to Railroad.

Grain Dealers Journal: In order to comply with Section 21 of the new B/L Law, we have prepared a form which we will use in notifying the railroad station agent that we are about to load a car of bulk grain, and desire them to witness the weighing, in order that we may obtain a clean B/L. It is our intention to use a sheet of carbon, so as to retain a copy for our files, in case any dispute arises.

If any shipper has any suggestions or improvements to offer on this form, we would be very glad to see them presented. In the Journal.—Garrison Grain Co., Milton Center, O.

Letting the Contract.

Grain Dealers Journal: The writer read with interest your article on Letting the Contract, page 1013 of Dec. 25, number covering the discrepancy of bids on contract to build a grain elevator in Illinois. This was at Campus, and seven bids were received. The difference between the highest and the lowest bids was \$2458.00. Your reference to this might lead one to believe each bidder submitted plans; however, this was not the case. Each bidder used the same plans and specifications. Three of the bids differed only \$60.00, and furnished a good basis to determine the real cost, or right price. The party securing the contract made a price \$192.00 lower than actual cost. Each bidder put up a certified check for \$250. He could go ahead with contract and save \$118 over forfeiting the certified check, and trust to his "saving" experience to come out even, or make a small profit.

No doubt the low bidder's price was a mistake in figures, the same as the high man. Now, shud this deal place the elevator owners on their guard in letting contract, to protect their own interests? This job went to the lowest bidder. Did the owners receive a Surety Bond? Or, do they know the Class of elevators their contractor puts out, by inspecting work he has done, or have they inquired as to this from parties for whom he has built? Isn't it a fact, after some elevators have been completed, supposedly to plans and specifications furnished, no one would recognize them as such?

It seems to be the general practice to let contract for building grain elevators, to the LOWEST bidder, regardless of responsibility or experience. Often a new man or company "bobs" up and makes a price several hundred dollars below actual cost, its rather a sure shot his proposition is accepted, and NO QUESTIONS asked about him, or his responsibility, and few inspections made of the work. How can standard work and satisfactory elevators be expected under these conditions? It may be the owners will insist upon a certain brand or make of machine, or power. WHY? Because they know this brand, or machine, to be made on lines of experience and honesty, and

The Garrison Grain Co.

Owners Milton Grain Elevator

Milton Center, Ohio

191

Mr.

Agent C. H. & D. Ry.,
Custar, Ohio.

Dear Sir:

Please arrange to have a representative present to ascertain the kind and quality of bulk grain to be loaded by us _____ 191 _____ into initial _____ car No. _____

Very truly yours,

THE GARRISON GRAIN CO.

Per _____

Form of Loading Notice to Railroad.

has proven good, and stood all tests of service satisfactorily.

If the owners of elevators, or those expecting to build, would take the time and trouble to look into the quality and brand of elevators which contractors have given others, there would be more of these "supposedly" elevator contractors looking for business in new territory.

It seems to be a fact, there is always someone willing to try anything once, and you can readily understand the result.

I know of one instance, where a bid was made \$1,200.00 low (no certified check submitted). When low-bidder called to sign contract, he turned it down, but proposed to build for the price made by another concern. However, his offer was rejected, and contract was let at a price considerable more than either of these bids.

Investigation, advice and publication of articles in grain journals, have been instrumental in bringing about a BETTER CLASS of elevators. The "cheap grafter" is the fellow who will make a bid less than actual cost, secure the contract, then beg the owner to help bear his loss by requesting a donation to within \$100.00 or \$200.00 of the price the honest bidder made, and who would have given full value for amount received. It has been shown where a low bid was accepted, that

the building shrunk in size and height—the "saving" method of the contractor.—Yours truly, J. F. Younglove, Sioux City, Iowa.

Shipping Grain in Coal Cars.

Grain Dealers Journal: Well, my dream has come true! Having secured permission of the Southeastern Line to use its high steel hoppers for grain, I have shipped four carloads. These cars have four dumps in the bottom of each car. I have a false wooden door to place inside of each dump, so as to prevent loss in case a dump does come open, or some meddlesome person opens the dump to get a little chicken feed. Shipments so far have come out all right, so we will use these cars to move our grain until bulk cars become available. We cover each car with a high grade tarpaulin, which is expressed back to us as soon as car is unloaded by Paul Kuhn & Co. at Terre Haute, and used over again for other shipments. So far the railroad has handled these shipments promptly, and each load has been placed far enough back of the engine to prevent the canvas being burned full of holes by flying sparks. Any suggestions for improvement in the method of getting our grain to market would be greatly appreciated by—E. E. Resler, Hoopeston, Ill.

Shipments Between Non-inspection Points Must Be Reported to the Department of Agriculture

Whenever any shelled corn is sold, offered for sale, or consigned for sale by any of the grades of the official grain standards of the United States for shelled corn, and is shipped in interstate or foreign commerce without inspection from a place in the United States at which there is no inspector licensed under the United States grain standards Act to another place at which there is no such inspector, the shipper is required by the rules and regulations of the Secretary of Agriculture under the Act, to send a report of such shipment to the Secretary of Agriculture, at Washington, D. C., within seven days. Failure to make the required report may subject the shipper to the criminal punishment specified in the Act.

The reports to the Department must show the date of shipment; the kind of grain and its quantity; the grade by which it is sold, offered for sale, or consigned for sale; the points of shipment and destination; the name of the initial carrier; the car initial and number, or the name or other designation of the vessel, boat, barge, or vehicle, in which the grain is shipped; and the name of the shipper.



The Licensed Grain Inspectors and Supervisors are Kept Very Busy These Days and Nights

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Book on Hedging?

Grain Dealers Journal: We are much interested in the subject of hedging purchases and sales of grain and feed. Are any books published that deal exhaustively with this subject, or are there any books on this subject that might interest us?—Ekin Bros., Vandergrift, Pa.

Ans.: The advantages of hedging are well set forth in a pamphlet by J. Ralph Fickel issued by the J. Rosenbaum Grain Co., which will send a copy on application. To put the principle of hedging into practice requires an intimate knowledge of the constantly changing trade conditions that will control the price fluctuations of both the cash article handled and the commodity chosen as the medium of the hedge.

Good articles on hedging have been published in the Journal, by Geo. A. Wegener, Chicago, page 601, Oct. 25, 1915; Jas. H. Sherman, Wichita, Kan., page 325-6, May 26, 1916, and E. R. Stripp, Kansas City, pages 138-9, July 25, 1916.

Carrier's Liability for Delay in Transit?

Grain Dealers Journal: We are unable to locate at this time in recent copies of your Journal that we have in the office at this time, any decisions handed down by any of the courts against the railroad, showing responsibility or court rulings on losses sustained by the shipper on account of railroad negligence and excessive delays in transit.

Our reason for this query is; two years ago we had two cars of hay, thirty-five and fifty-two days in transit from Vassar, Mich. to New York, via the Michigan Central and Erie, which caused us a loss of some \$105. They refused to admit liability. Service has been made on their local commercial agent, and suit is set for some day next week. If the Journal can give us the desired information without too much inconvenience and at an early date, we will appreciate it very much indeed.—Smith-Connor Hay & Grain Co., Saginaw, Mich.

Ans.: Many cases have been published in the Journal wherein the shipper has obtained judgment against the carrier for delay in transit. Among them are the following:

Young v. Maine Cent. R. Co., Supreme Judicial Court of Maine, 93 Atl. 48.
Parish v. Railroad Co., Supreme Court of Mississippi, 60 South. 322.
Unionville Produce Co. v. C. B. & Q., Kansas City Court of Appeals, 153 S. W. 63.
Harold v. Santa Fe, Supreme Court of Kansas, 144 Pac. 823.
F. C. C. & St. L. Ry. Co. v. Knox, Supreme Court of Indiana, 98 N. E. 295.
McMillan v. Rock Island, Supreme Court of Iowa, 124 N. W. 1069.
M. K. & T. Ry. Co. v. Early-Clement Grain Co., Court of Civil Appeals of Texas, 124 S. W. 1015.
M. K. & T. Ry. v. Stark Grain Co., Supreme Court of Texas, 131 S. W. 410.
Dorrance & Co. v. Int. & Gt. Nor. Ry., Court of Civil Appeals of Texas, 126 S. W. 694.
Rock Island v. King, Supreme Court of Arkansas, 148 S. W. 1035.
Cowherd v. Frisco, Springfield Court of Appeals, Missouri, 131 S. W. 755.

Wyler, Ackerland & Co. v. L. & N. R. Co., Supreme Court of Ohio, 94 N. E. 423.
The foregoing are among the 38 cases of delay printed in the book "The Grain Shippers and the Law."

Additional cases appearing in the Journal are:

Stevens v. Nor. Cent. Ry. Co., Court of Appeals of Maryland, page 514, Sept. 25, 1916.
Loveland & Hinyan v. Waters, Supreme Court of Michigan, page 79, Nov. 10.
Van Epps v. Atlantic Coast Line, Supreme Court of South Carolina, page 79, Nov. 10.
Lyons v. Grand Trunk, Supreme Court of Michigan, page 708, Oct. 25.

Restrictions on Importation of Seed Oats.

Grain Dealers Journal: Is there any demand in the U. S. for Ontario Agricultural College No. 72 oats, the new variety which has quickly gained popularity in Ontario?

Are there any restrictions on shipping seed oats into the U. S.? Any light on this subject will be appreciated by H. O. Klink, Redcliff, Alta.

Ans.: The only restrictions on the importation of seed oats is the import duty of 6c a bu. If you have choice seed oats for sale, give readers full particulars thru "Seeds for Sale" columns.

Reporting Interstate Shipments of Corn Between Non-Inspection Points.

Grain Dealers Journal: I have just received a circular from Logan & Bryan, calling my attention to the requirements of the Federal Government in the matter of recording interstate shipments of corn, and providing a severe penalty for failure to make such reports. I am shipping corn to Louisville, Ky., and wondering if such shipments of corn would come under the regulations of the Bureau of Markets. I would appreciate it if you would publish the requirements in such shipments, also give the address of parties shippers must notify. Any suggestions in this matter will be greatly appreciated by—John Langer, Eldred, Ill.

Ans.: You can send corn in interstate shipments and bill it as you like, so long as it is shipped to a central market, where inspectors licensed by the Agricultural Department are maintained. Louisville is one of these markets. It does not matter that you err in billing them, so long as they are inspected by licensed inspectors at destination.

Where you ship grain from an interior point in interstate commerce to an interior point, there being no licensed inspector at either point, then if you bill your corn as of a Federal grade, you must notify the Bureau of Markets, Agricultural Dept., Washington, D. C.

If you sell it by sample or by a grade or quality which cannot be confused with the Federal grades, no objection would be raised. On page 935 of the Journal for Dec. 10 you will find in the first column the essence of several recent rulings relating to interstate shipments and others will appear in this number.

"Cafe."

"Cafe" is a new word to many grain dealers who do not frequent the coffee houses or dispensaries of stronger drink. This word has occurred in telegrams relating to transactions in provisions and is not found in some of the codes, as the authors of the codes find it necessary to avoid the use of dictionary words.

Just because it is a dictionary word it made a place for itself as a substitute for c. a. f., meaning cost and freight. When c. a. f. was used in a message the telegraph company charged for three words, but for "cafe" the companies charge only for one word.

Natural Shrinkage Attacked in Illinois Court.

An injunction restraining the railroad companies from taking shippers' grain under the natural shrinkage pretense has been requested in the Superior Court of Cook County, Illinois, by the Northwestern Elevator Co., Minneapolis; Lonsdale Grain Co., Kansas City; Omaha Elevator Co., Omaha; Rosenbaum Bros., Armour Grain Co., J. C. Shaffer & Co., and Hales & Edwards' Co., Chicago, in a petition filed Jan. 8 by Attorneys Edward P. Smith of Omaha and Jeffrey & Campbell of Chicago, against the Chicago & Alton and 24 other railroad companies.

Petitioners allege that all grain shipped from any of the markets named herein and all grain shipped by these orators and those for whom this action is brought, is correctly weighed at the point of shipment, and at the time of the delivery of the same to the defendant carriers for transportation the contents of each and all of said cars is accurately and correctly ascertained by disinterested agencies. In like manner, the contents of said cars at their several destinations is likewise ascertained, either by disinterested agencies, or by the carriers themselves, and the amount of grain delivered out of each and all of said cars at their several destinations is correctly, accurately and definitely ascertained and determined. That because of the defective equipment furnished by the defendant carriers and because of the careless and negligent manner of handling cars of grain in transit by the defendants and through other causes for which the defendant carriers are liable under the law, a very large number of claims for loss of grain in transit have accrued to your orators and to other buyers and sellers, shippers and receivers of grain similarly situated, and other such claims are accruing daily and will continue to accrue by reason of the aforesaid negligence and carelessness of the carriers and by reason of other causes for which the said carriers are legally liable. That all said claims which have heretofore accrued and are accruing are regularly presented in due time to the said carriers for payment by these orators and other persons, firms and corporations legally entitled to present the same. Your orators cannot state the exact or approximate number, or the aggregate amount of the said claims which have heretofore accrued and which are still pending, but they are informed and believe, and upon such information and belief allege the facts to be that the number of claims thus legally and justly accruing to your orators and other buyers and sellers, shippers and receivers of grain similarly situated for loss in transportation of grain as aforesaid, have aggregated and will continue to aggregate many thousands in number per year, and represent a total loss and damage legally and justly accruing to your orators and others so similarly situated aggregating several hundred thousands of dollars each year; that the said claims thus legally and justly accruing to your orators and others similarly situated vary in amount dependent upon the amount of grain that is lost by the said carriers in each particular case while the shipment is in transit.

Your orators allege that prior to the first day of June, 1916, the defendant carriers recognized their legal liability to pay the claims of buyers and sellers, shippers and receivers of grain for the amount of said grain so lost in transit, and paid the same on being furnished satisfactory and reliable evidence of the weights of said grain at point of origin and on being furnished satisfactory and reliable evidence of the weights of said grain so delivered by said carriers at destination. But, these orators show to the court that on or about the 25th day of April, 1916, the defendant carriers, acting jointly and by concerted action, and for the purpose of limiting their liability to shippers, receivers and owners of grain thus being transported by said carriers in interstate commerce, and for the purpose of reducing or wholly extinguishing their liability to buyers and sellers, shippers and receivers and owners of grain for a portion, or all, of the grain so lost by said carriers while the same was in transit over their lines of road and while in interstate commerce, published and filed, a tariff rule and regulation, in words and figures as follows, to-wit:

"GRAIN DEDUCTION FOR SHRINKAGE.—Carriers will not be responsible for

differences in weight of bulk grain when due to natural shrinkage or discrepancies in weights and will only be responsible where actual loss is due to defective equipment or other cause for which carriers are liable.

"When liability is established, the loss in weight will be subject to deduction of one-eighth (1/8) per cent on wheat, rye, oats or other small grain and one-quarter (1/4) per cent on corn.

"These deductions representing reasonable shrinkage due to evaporation or other natural causes, to be made from shipping weights.

"EXCEPTION.—The above rule will not apply on Minnesota or Wisconsin Intrastate traffic.

"EFFECTIVE JUNE 1, 1916. (Cir. 7973.)"

The same being contained within Supplement No. 3 to Circular No. 1-M, of Western Trunk Lines, otherwise described as Supplement No. 3, to I. C. C. No. a-638, issued April 21, 1916, effective by its terms June 1, 1916, and issued by the defendant, E. B. Boyd, as agent of and for, and authorized by each of the defendant carriers herein, and all other lines members of and constituting a part of the organization known as Western Trunk Lines. Your orators allege that since the first day of June, 1916, the defendant carriers herein, relying upon said rule, and basing their action thereon, and justifying their conduct by reference to said rules and regulations, have refused to pay, and do now refuse to pay, any and all claims for grain lost in transit and while the same was in the possession of the defendants herein as common carriers and being transported by them in interstate commerce, whether such loss was caused by reason of the defective equipment furnished by said carriers; by reason of the negligent handling of said cars by said carriers while transporting said grain; or whether caused for any other reason; unless the shipper, receiver, or owner of said grain, or the person legally and justly entitled thereto, shall first deduct from the amount of any claims so presented covering grain lost in transit and while in the possession of said defendants as common carriers, the arbitrary amount provided for in said tariff rules and regulations.

Your orators allege that said rules and regulations are illegal and void, for the following reasons, to-wit:

That there is no inevitable or uniform shrinkage due to evaporation or due to other natural causes in the transportation of grain; but, on the contrary, in many instances where grain is shipped in a dried condition, said grain absorbs moisture, and gains in weight; that in attempting to establish the said rule as contained in said tariff above set forth, the defendants and other carriers joining therein have endeavored to arrive at an average shrinkage and to apply said average to all grain shipped regardless of the particular facts in each case, with the result that in many instances where loss of grain in transit thru the fault of the carrier has actually occurred, the application of said rule would result in denying your orators and others entitled to recover damage therefor any relief, and in many other cases, the application of said rule would reduce the total, just claims to the extent of the percentage of deduction prescribed by said rule. And your orators submit that it is not within the power or right of the defendant carriers through their published tariffs to provide such an arbitrary, general and universal rule compelling the deductions and allowances for shrinkage in all claims for loss of grain in transit.

That by said rules and regulations the defendants and the other carriers above described seek to deny and deprive your orators and other buyers, sellers, shippers, receivers and owners of grain lost by the said defendants and other carriers while in transit, the right to a trial in court of law to determine the amount of grain actually lost by said defendants and other carriers while same was in the possession of said defendants and other carriers as common carriers, and while being transported by them in interstate commerce, and seek to deprive your orators and other buyers, sellers, shippers, receivers and owners of grain of a trial in a court of law to ascertain the full, actual damages sustained by your orators and such other buyers, sellers, shippers, receivers and owners of grain where a part or all of the contents of said car of grain has been lost or damaged by said carrier and while in its possession as a common carrier and while being transported in interstate commerce.

In Peril of Prosecution for Rebating.—With said provisions thus contained in said tariffs, rules and regulations, and

filled with the Interstate Commerce Commission, and published as required by law, the defendant carriers, thru their claim departments and duly constituted officers and agents, have refused to pay, and do now refuse to pay just, legal and valid claims for grain lost by said carriers while in transit, and where a portion of the contents of said cars of grain has been lost by them while in their possession as common carriers and being shipped in interstate commerce, unless the buyer, seller, shipper, receiver or owner of said grain, or the person lawfully making said claim first deduct from the amount of said claim the arbitrary amount provided for in said rules and regulations. And your orators allege that notwithstanding the illegality of said rule, for the reasons hereinbefore stated, your orators and other buyers, sellers, shippers, receivers or owners of grain can not safely accept payment in full of their said claims for grain lost in transit as aforesaid, so long as said tariff rules and regulations are in effect and on file with the Interstate Commerce Commission, and to accept payment in full for their actual losses or damages so sustained while said rules and regulations are in effect and on file with said Commission, would subject your orators and said buyers, sellers, shippers, receivers or owners of said grain, or the person so collecting said damages, to danger of criminal prosecution on the charge of receiving and accepting illegal payments in the nature of rebates.

The Interstate Commerce Commission was without power and authority to grant to said carriers authority to make said arbitrary deductions, and was without power and authority to approve any rule or regulation filed with said Commission by said defendants and other carriers, the legal effect of which is to permit and enable said carriers to limit, reduce, extinguish, or avoid their liability to pay to buyers, sellers, shippers, receivers and owners of grain their full, actual loss and damage for grain so lost by said carriers while the same was in their possession as common carriers, and being transported in interstate commerce.

Petitioners ask that upon the filing of this bill, the defendant carriers and each of them may be restrained and enjoined until the further order of this court, from interposing or setting up as an objection to or in defense of any claim or any suit for the recovery of loss of grain in transit made or brought on behalf of your orators or any of them or by or on behalf of any other person, firm or corporation similarly situated, the provisions of the said rules and regulations hereinbefore specifically complained of, or any rule or regulation of like import or effect, and that upon the final hearing of this cause that said injunction may be made permanent, and that your orators may have such other and further relief in the premises as to equity and good conscience may appertain and to your honors shall seem meet.

Corn Cob Ashes Rich in Potash.

The European war cutting off shipments of chemicals from Germany has made potash so dear that new sources of supply are being searched out. Potash is worth 35 cents per pound and the common grade of 25% strength is selling in Chicago at 8 cents per pound.

Wood ashes have always been the source of a limited amount of potash; but they cannot make up the shortage in the output from the mines of Stassfurt, Germany, which have great natural deposits of this chemical. The despised corn cob, to get rid of which grain shippers have built expensive cob burners, is rich in potash, one ton of dry corn cobs, when burned, yielding 40 pounds of ashes consisting of 30 to 40 per cent potash.

A ton of cobs, therefore, should yield \$4 to \$5 worth of potash. A 30,000-lb. carload of ashes containing 10,000 lbs. of potash should be worth several hundred dollars at the country shipper's station, after having allowed for the cost of extracting the potash, handling and freight. As few dealers would handle enough corn in a year to make a carload of ashes it probably would be convenient to ship the ashes in bags or barrels. If a pound of ashes is worth more than a pound of wheat or corn it certainly will pay to pack and ship them.

Geo. S. Carkener President K. C. Board of Trade.

George S. Carkener, of the firm of Goffe & Carkener, Kansas City, Mo., was elected president of the Kansas City Board of Trade Jan. 2. He has been an earnest worker for the promotion of the city's grain trade since he joined the Board 24 years ago. He has repeatedly served in the capacity of director and was also elected to the offices of First and Second Vice-President. He has been



Geo. S. Carkener, President Kansas City Board of Trade.

chairman of the transportation committee off and on for the past ten or twelve years, and has been chairman or member of other important committees.

Mr. Carkener, a portrait of whom is reproduced herewith, is a native of Missouri. He was born in Darville, Montgomery County. In 1887 he moved to Kansas City where he finished his schooling the following year. From 1891 until 1893 he was with the Midland Elevator Co., Kansas City. In April, 1893, he formed a co-partnership with W. C. Goffe and P. F. Lucas under the name of Goffe, Lucas & Carkener. On the death of Mr. Lucas in 1902 the firm's name was changed to the present one, Goffe & Carkener.

Mr. Carkener was the sole nominee.

CARS ORDERED in 1916 by the railroads of the United States and Canada totaled 165,324, and locomotives 2,891.

A CLOUDY credit always earns the highest price ever asked for machinery. A neatly printed letterhead will serve as a favorable introduction to any firm you seek to patronize.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Dieterich, Ill., Jan. 8.—Farmers have sold nearly all the wheat in this section; not much corn for market; bulk of oats are in farmers' hands.—F. M. Wendt, prop. Wendt Elvtr.

Cruger sta. (Eureka p. o.), Ill., Jan. 4.—We have handled about 30,000 bus. of grain, the greater part of which has been consigned. Prices on corn shipped by us ranged from 89½¢ to 99¢, only one car selling below 99¢. Farmers realized within 4½¢ of Peoria prices.—B. J. Kaufman, mgr. Cruger Farmers Assn.

INDIANA.

Rossville, Ind., Jan. 6.—Corn movement light at this time.—Otto Lefforge.

Markle, Ind., Jan. 5.—Corn receipts have been liberal this winter. Car situation has interfered greatly with the best success in handling our grain.—J. F. Plice.

Culver, Ind., Dec. 27.—No corn here to be shipped this season; practically no wheat, oats or rye in farmers' hands; cow peas all marketed.—A. E. Castleman, Castleman & Medbourne.

KANSAS.

Kansas, Dec. 27.—Approximately 68.51% of the 1916 wheat crop, which amounted to 98,000,000 bus., has disappeared thru seedling, consumptive and commercial channels. Practically all of the old 1915 crop has been disposed of. About 15.65%, or 15,313,000 bus., still on farms, and 15.85%, or 15,538,000 bus., in the hands of elvtrs. and mills. The mills reporting hold 10,284,000 bus., and I allow 500,000 additional bus. held by several small mills not heard from, increasing the total in the hands of the mills to 10,784,000 bus. Elvtrs. other

than those owned by mills reporting hold 3,754,000 bus., and I add 1 million additional as held by those not reporting, making a total of 4,754,000 bus., or a total of 15,538,000 bus. in all positions in the state outside of farmers' hands. The grand total in all positions held in Kansas Dec. 14, 1916, is 30,851,000 bus., or 31.49% of the total crop. The Kansas mills will grind 22 to 23 million bus. of wheat between this date and next July 1, in which event they will require 12 to 13 millions of the 20 millions now held on the farms and in hands of elvtrs. not owned by mills, which leaves only 7 to 8 million bus. of wheat in the state with which to supply all outside demands and carry over during the next six months.—Allen Logan, Logan Bros. Grain Co., Kansas City, Mo.

MINNESOTA.

Perley, Minn., Dec. 27.—No oats marketed; will ship in oats and wheat for seed in the spring.—C. O. Fian, agt. Monarch Elvtr. Co.

Hayward, Minn., Jan. 6.—We will not ship out more than 15 cars of wheat and barley; have no oats to ship; corn will have to be shipped in.—P. J. Fibelstad, mgr. Farmers Elvtr. Co.

MISSOURI.

Barber, Mont., Dec. 28.—Expect to handle 100,000 bus. of grain this year.—W. A. Clark, mgr. Farmers Elvtr. Co.

Devon, Mont., Dec. 28.—About 30% of grain left in farmers hands.—George Sampson, agt. International Elvtr. Co.

NEBRASKA.

Doniphan, Neb., Dec. 28.—Cars are very scarce.—J. E. Hitt, mgr. Doniphan Grain Co.

Ord, Neb., Dec. 28.—Farmers getting highest prices ever paid for popcorn, but they are not inclined to sell.—Shotwell Mfg. Co., Chicago, Ill.

Sargent, Neb., Dec. 23.—There will be lots of good corn to come to market, but all 3 elvtrs. here are almost full; cannot get cars to ship out; only shipped out 5 cars last month, 5 cars in October and 3 cars this month to date.—Roy P. Leach, agt. J. H. Currie.

Wheat Movement in December.

Receipts and shipments of wheat at the various markets during December, 1916, compared with December, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	23,434,700	38,617,200		
Minn'p's	10,457,380	28,524,440	2,983,330	7,642,780
New York	6,860,900	13,498,920	5,638,577	15,657,154
Kan. City	4,546,800	9,124,650	5,547,150	4,375,350
Duluth	4,320,017	10,244,000	6,165,980	16,022,709
Chicago	8,630,000	17,570,000	2,677,000	3,439,000
Baltimore	2,835,292	5,813,450	2,409,898	5,219,020
St. Louis	2,514,075	4,158,258	2,205,080	3,209,370
Omaha	1,592,400	3,424,800	1,734,000	2,335,250
Milwaukee	940,800	1,141,000	719,836	468,988
Duluth	380,008	1,314,114	510,144	761,053
Toledo	141,900	1,430,000	281,800	1,059,100
Detroit	108,000	315,000	83,000	189,000
Indianapolis	69,000	114,000	6,000	67,000
San Francisco				
(tons)	10,272	10,987		
N. Orleans			2,000,044	2,022,224
Galveston			1,545,300	2,130,502

Corn Movement in December.

Receipts and shipments of corn at the various markets during December, 1916, compared with December, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	10,311,000	9,875,000	5,182,000	5,005,000
Indianapolis	2,836,000	2,508,000	1,004,000	973,000
Omaha	1,965,000	2,710,800	1,178,100	1,328,900
St. Louis	1,585,820	1,579,390	948,420	268,590
Milwaukee	1,783,540	541,875	1,069,200	228,425
Minn'p's	1,598,960	685,000	1,225,040	302,420
Kan. City	1,585,000	4,427,500	806,250	1,065,000
Cincinnati	1,173,782	1,114,930	545,093	355,188
Baltimore	905,788	1,172,416	135,655	736,487
New York	822,800	496,000	150,693	95,529
Toledo	522,500	391,600	212,500	116,900
Detroit	479,000	577,000	125,000	343,000
San Francisco				
(tons)	1,209	516		
N. Orleans			247,200	510,888
Galveston				540,000

NORTH DAKOTA.

Stanton, N. D., Jan. 3.—Grain not moving very fast at present, as roads are not good.—Geo. Boepple, mgr. Farmers Elvtr. Co.

OHIO.

Columbus, O., Jan. 1.—About 83% of corn will be fed on farm, compared with 84% last year.—G. A. Stauffer, sec'y State Board of Agriculture.

Jenera, O., Jan. 6.—Grain of all kinds moving slowly; farmers holding as long as they can expecting still higher prices.—Risser & Good, per A. H. Good.

Middle Point, O., Jan. 8.—Farmers are free sellers of corn at prevailing prices, between 95¢ and \$1 to them at country stations. They are sending more corn into the elvtrs. than people can get cars to move. If the railroad company could furnish the equipment they would soon break the market badly.—H. G. Pollock, Pollock Grain Co.

OKLAHOMA.

Lamont, Okla., Dec. 29.—Grain about all in for this year.—T. C. Cones.

Oklahoma, Dec. 31.—About 51% corn, 10% wheat and 27% oats still in farmers' hands. About 14% of corn, 4% wheat and 4% oats consumed or sold during the past month.—Frank M. Gault, pres. State Board of Agriculture.

SOUTH DAKOTA.

Akaska, S. D., Jan. 6.—Grain is all marketed.—Huber & Keim.

WASHINGTON.

Spokane, Wash., Dec. 15.—We estimate 500,000 bus. of wheat produced on the west side which does not pass thru public warehouses, and we allow a reserve of 3,000,000 bus. kept over for seed and for feed on the farms. This would make a total production for 1916 of 41,528,061 bus., or 80% of the production of 1915, when high water mark was reached with a total estimated yield of 52,335,345 bus. With receipts of 35,628,061 bus. up to date for 1916, plus a

Rye Movement in December.

Receipts and shipments of rye at the various markets during December, 1916, compared with December, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	1,312,473	779,291	1,355,506	728,833
Chicago	780,000	745,000	471,000	780,000
Minn'p's	685,290	1,060,830	869,430	794,900
Milwaukee	438,000	558,540	254,694	370,175
Duluth	342,887	154,270	144,598	313,250
Omaha	128,500	205,700	62,000	192,000
St. Louis	63,800	89,100	38,980	94,300
New York	61,250	212,650	168,165	41,804
Cincinnati	50,458	82,773	21,631	64,803
Detroit	35,000	42,000	13,000	32,000
Kan. City	30,800	75,900	3,300	49,500
Toledo	11,000	5,000	5,200	9,500
Indianapolis	6,000	13,000	1,000	10,000

Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
July 4, '14, to July 3, '15:	314,473,000	192,348,000	101,585,000	17,702,000
July 8, '15, to July 1, '16:	556,036,000	803,441,000	125,709,000	101,623,000
July 8, '16:	7,071,000	1,890,000	2,570,000	2,410,000
July 15:	7,963,000	2,049,000	4,299,000	2,829,000
July 22:	8,327,000	1,548,000	3,411,000	2,680,000
July 29:	8,891,000	3,809,000	3,065,000	1,846,000
Aug. 5:	8,032,000	1,971,000	3,381,000	1,382,000
Aug. 12:	7,782,000	3,841,000	4,408,000	697,000
Aug. 19:	8,133,000	3,100,000	4,180,000	397,000
Aug. 26:	8,816,000	4,302,000	3,447,000	290,000
Sept. 2:	8,679,000	5,517,000	2,357,000	1,700,000
Sept. 9:	8,641,000	4,738,000	1,640,000	761,000
Sept. 16:	8,402,000	5,753,000	1,948,000	1,892,000
Sept. 23:	7,780,000	7,467,000	917,000	1,853,000
Oct. 7:	8,894,000	10,030,000	1,642,000	726,000
Oct. 14:	8,314,000	8,704,000	2,025,000	2,827,000
Oct. 21:	8,329,000	8,985,000	2,897,000	1,056,000
Oct. 28:	4,478,000	9,744,000	1,732,000	1,814,000
Nov. 4:	4,535,000	8,963,000	893,000	1,605,000
Nov. 11:	4,481,000	10,496,000	1,241,000	1,033,000
Nov. 18:	4,575,000	7,614,000	1,987,000	1,688,000
Nov. 25:	2,008,000	8,782,000	2,187,000	2,226,000
Dec. 2:	5,076,000	8,411,000	1,108,000	2,264,000
Dec. 9:	5,339,000	8,484,000	2,089,000	2,106,000
Dec. 16:	4,508,000	8,721,000	2,593,000	1,238,000
Dec. 23:	2,939,000	5,755,000	1,094,000	2,070,000
Dec. 30:	3,688,000	7,256,000	1,584,000	2,192,000
Jan. 6:	6,064,000	8,322,000	1,492,000	1,308,000
Total	160,040,000	172,828,000	61,900,000	40,765,000

carry-over of 9,389,309 bus. and 2,400,000 bus. more represented by deliveries still to come and shipments thru private warehouses, we can duplicate last year's grain shipments and still have a surplus of 6,000,000 bus. The oat production received in warehouses from July 1 to Nov. 1, 1916, was 4,872,264 bus., or 77,000 bus. less than for the same period of 1915, and 550,000 more than the same period of 1914. The receipts of barley from July 1 to Nov. 1, 1916, were 3,075,719 bus., as against 2,730,525 bus. for the same period of 1915 and 4,863,675 bus. for the same period of 1914.—R. D. Jarboe, chief grain inspector.

War Affecting the Grain Trade.

GREAT BRITAIN will require 85 per cent of cargo space on steamships instead of 60 per cent as heretofore.

SIXTY CENTS per bushel will be advanced to farmers on the new wheat crop by the Australian wheat board.

A LAW AUTHORIZING the treasury to seize foodstuffs and raw materials has been enacted by the Spanish government.

GERMAN SHIPPING agents are showing an activity that presages a resumption of trade between the United States and Germany.

PRICES are higher on this side in consequence of the limitation of offers by the Wheat Commission.—*Corn Trade News*, Liverpool.

THE BRITISH GOVERNMENT has assumed control of corn and taken over all supplies. Wheat has been in the government's hands about two months.

CONVOYING of grain steamers in fleets from the United States and Canada to England, it is said, will be resorted to on account of the increasing submarine peril.

LONDON ADVICES are that the British government shortly will let contracts for the construction of a large number of freight ships of standardized cargo, which will be put in the government service.

NEWS OF MOVEMENTS of British vessels to and from Boston will be withheld by agents of the various lines. All sailing lists have been destroyed and newspaper advertising of expected sailings has been withdrawn.

ADOLPH VON BATOCKI, the so-called "food dictator," of Germany, in a communication to all the federal governments suggests the enlistment of a supervising board to direct the purchase and distribution of foodstuffs.

BARON DEVONPORT, food controller of England, has fixed the following prices which home growers may charge for their 1917 crops: Wheat, 60 shillings per 504 pounds; oats, 38 shillings 6 pence per 336 pounds, and potatoes a varying price of 115 to 130 shillings per ton.

THE BACKWARD condition of farm work in England has become accentuated. Of the total area intended for wheat barely three-fifths had been planted by the end of November, but more progress appears to have been made in the important counties of Lincoln and Norfolk than elsewhere.

Sweden has fixed maximum prices as follows: Wheat, \$1.641 per bu., plus \$.109 per bu. for wheat threshed in 1916; rye, \$1.449 per bu., plus \$.136 per bu. for rye threshed in 1916; barley, \$1.226 per bu., plus \$.058 per bu. for barley threshed in 1916; oats, \$.679 per bu., plus \$.038 per bu. for oats threshed in 1916. The government has prohibited the feeding of wheat and rye to cattle.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont., Jan. 4.—The acreage sown to winter wheat is reported by the Ontario Dept. of Agriculture to have been reduced 20% from 11,191 the preceding year, leaving an acreage of 550,000.

COLORADO.

Kelima, Colo., Dec. 28.—Wheat condition good.—John B. Ottawa, mgr. Kelima Mill & Elevator Co.

INDIANA.

Culver, Ind., Dec. 27.—Heavy rain has put many acres of wheat under water; otherwise wheat looks good.—A. E. Castleman, Castleman & Melbourne.

Rossville, Ind., Jan. 6.—Corn fine quality; yield good. Wheat very small and poor stand; weather will have to be favorable to make crop.—Otto Leforge.

Markle, Ind., Jan. 5.—Corn quality was good. Oats very light, as farmers figure them too low compared with corn and wheat. This has not stimulated prices much.—J. F. Plice.

KANSAS.

Kansas, Dec. 27.—The big Kansas wheat belt is very deficient in sub-soil moisture. The plant is poorly rooted and highly unpromising at this time.—Allen Logan, Logan Bros. Grain Co., Kansas City, Mo.

Burrton, Kan., Jan. 6.—Wheat crop outlook at this time not too promising as farmers last fall had to plant wheat late account fly and on account of early fall plant had small growth; with favorable weather this spring we may still get a good crop.—M. G. Heald.

MINNESOTA.

Hayward, Minn., Jan. 6.—Our crops last year were small.—P. J. Fibelstad, mgr. Farmers Elevator Co.

Perley, Minn., Dec. 27.—Crop very poor; lots of wheat fields burned last fall; were not worth cutting; average weight on wheat about 48 lbs. per bu.—E. O. Fian, agt. Monarch Elevator Co.

MONTANA.

Devon, Mont., Dec. 28.—Crops were good.—Geo. Sampson, agt. International Elevator Co.

Barber, Mont., Dec. 28.—Crops were fair here.—W. A. Clark, mgr. Farmers Elevator Co.

NEBRASKA.

Ord, Neb., Dec. 28.—Popcorn crop short.—Shotwell Mfg. Co., Chicago, Ill.

Alvo, Neb., Jan. 1.—Good coat of snow covers the ground; fall wheat in fine condition.—J. W. Davis, mgr. Alvo Grain Co.

Doniphan, Neb., Dec. 28.—New wheat crop backward account unfavorable weather last fall.—J. E. Hitt, mgr. Doniphan Grain Co.

OHIO.

Columbus, O., Jan. 1.—Condition wheat 88%, corn in crib 92%, corn in shock 90%, corn not yet husked 11%; compared with wheat 85%, corn in crib 88%, corn in shock 85%, corn not yet husked 17% for last year.—G. A. Stauffer, sec'y State Board of Agriculture.

OKLAHOMA.

Oklahoma, Dec. 31.—Winter wheat growing condition 81%, which is 3% below condition one month ago and 1% above that of one year ago; condition of soil 79%; general rains in December which will be of great benefit to wheat.—Frank M. Gault, pres. State Board of Agriculture.

SOUTH DAKOTA.

Akaska, S. D., Jan. 6.—Crops poor this year; only about ¼ crop.—Huber & Kelim.

TEXAS.

Troy, Tex., Jan. 6.—Grain very small; sick from lack of moisture; weather dry here.—Maedgen Grain Co.

San Antonio, Tex., Jan. 6.—Grain crops of southwest Texas show good average condition but need rain; will suffer soon unless winter rains come at once.—Southern Grain & Seed Co.

WASHINGTON.

Spokane, Wash., Dec. 15.—On account of dry weather there is not a large acreage of fall wheat now sown; growth is probably about normal.—R. D. Jarboe, chief grain inspector.

FOUR GREEK STEAMSHIPS, the Omities, Aristides, Isaropina and Contandris, have arrived at Las Palmas, Canary Islands, two of them bound from America with cargoes of wheat and corn, after having been stopped by a German submarine. They were permitted to enter Las Palmas only on condition that they should discharge their cargoes at that port.

THE WORLD'S ENTIRE TONNAGE of merchant vessels on June 30, 1915, amounted to 49,262,000. Of this 5,000,000 have been destroyed, 12,000,000 commandeered and 4,400,000 interned, leaving only 57.2 per cent of normal tonnage. American shipyards have now under contract 1,500,000 tons of steel and 50,000 tons of wooden vessels, one-third of which will fly foreign flags.

CONSERVATIVE ESTIMATES figure that 3,726,082 tons of ship bottoms, at a current value of \$400,000,000, not including the cargoes, have been destroyed as a result of the European hostilities in the first twenty-eight months of the war up to Dec. 1. Steam and sailing vessels owned by the United Kingdom, according to Lloyds' Register Book, 1915-1916, were 9,285, with a total tonnage of 19,541,364. It is estimated that the British losses have been 1,000, with a total tonnage of 2,163,350. The number of vessels owned by Germany were 2,166, with a total tonnage of 4,706,027, and the loss is estimated at 76, with a total tonnage of 187,728.

THE ENGLISH GOVERNMENT has formulated a scheme for contracting with farmers for the cultivation of certain crops the coming year, in which the war office is assisting, according to announcement in the House of Commons. Seeds and manures are to be supplied if necessary, and the labor question is receiving attention. Arrangements are being made for the employment of German prisoners of war on the land, and the ministry of munitions will take measures for increasing the output of implements and machinery. Mr. Acland said that recent developments abroad and the bad weather at home had made it clear a very special effort must be made to maintain home food production.

UNDER THE NEW LLOYD GEORGE PLAN for controlling British shipping, it is understood that the White Star and Cunard liners will operate between Liverpool and Halifax instead of coming on to New York, and will be armed with six-inch guns fore and aft. In addition to the protection afforded by the guns, there will be fast cruisers in certain positions, which will be known to the commanders of the liners, who will be provided with special signals to enable them to call for assistance if they are attacked. The cargoes will be taken from New York and Boston in small steamers to Halifax, where the freight will be trans-shipped on board the big steamships waiting to convoy them to Liverpool or London. The expense of trans-shipping the freight and conveying it to Halifax will be heavy.

The New Bill of Lading.

By W. M. HOPKINS, CHICAGO.

The federal bill of lading act, known as the Pomerene Act, effective Jan. 1, 1917, brings us one step nearer to a bill of lading which will place the hazard of transportation upon the carriers where it properly belongs, and makes them liable for failure to deliver the same amount of property at destination as received by them at point of shipment.

Section 8 of the bill provides:

That a carrier, in the absence of some lawful excuse, is bound to deliver goods upon a demand made either by the consignee named in the bill for the goods or, if the bill is an order bill, by the holder thereof, if such a demand is accompanied by—

(a) An offer in good faith to satisfy the carrier's lawful lien upon the goods;

(b) Possession of the bill of lading and an offer in good faith to surrender, properly indorsed, the bill which was issued for the goods, if the bill is an order bill; and

(c) A readiness and willingness to sign, when the goods are delivered, an acknowledgment that they have been delivered, if such signature is requested by the carrier.

In case the carrier refuses or fails to deliver the goods, in compliance with a demand by the consignee or holder so accompanied, the burden shall be upon the carrier to establish the existence of a lawful excuse for such refusal or failure.

SHIPPER'S WEIGHT: It is provided in Section 21 that where bulk freight is loaded by the shipper, the carrier may insert in the bill of lading "Shipper's weight, load, and count" or other words of like purport, indicating that the goods were loaded by the shipper and the description of them made by him. And in such case the carrier shall not be liable for damages caused by improper loading, or by the nonreceipt of goods described in the bill of lading:

Provided, however, where the shipper of bulk freight installs and maintains adequate facilities for weighing such freight, and the same are available to the carrier, then the carrier, upon written request of such shipper and when given a reasonable opportunity so to do, shall ascertain the kind and quantity of bulk freight within a reasonable time after such written request, and the carriers shall not in such cases insert in the bill of lading the words "Shippers' weight," or other words of like purport, and if so inserted contrary to the provisions of this section, said words shall be treated as null and void and as if not inserted therein.

This provision is of peculiar interest to shippers and handlers of freight, as Section 1 of the present uniform bill of lading of the carriers provides that no carrier shall be liable for *differences in the weight of grain, seed, or other commodities*, caused by natural shrinkage, or *discrepancies in elevator weights*. Under this provision the hazard of transportation is borne, not by the carrier, but by the shipper, because the carrier bases its freight charges upon the outturned weight, and getting behind this clause claims that it did not receipt for a specific amount of grain, and is responsible only for the amount outturned at destination.

If the shipper claims that a greater amount was loaded than delivered by the carrier at destination, he must prove that such an amount was loaded in the car, and there is no obligation upon the carrier to accept the elevator weights at shipping point as it has receipted only for a carload, said to contain a certain amount, weight subject to correction. It is well nigh impossible for the shipper to furnish proof that is satisfactory to the carrier, and the result is that such claims for loss of grain in transit are either not paid by the carrier at all, or in a case where it is shown that the car has been leaking, usually an amount somewhat less than the actual loss is

offered by the carrier in settlement and perforce is accepted by the shipper.

The situation is altogether unsatisfactory and arises primarily from the failure to give a clean receipt for a definite amount of grain at point of shipment, thus binding the carrier under the law to deliver a like amount at destination. This provision in the present bill of lading is not only made unlawful by the Pomerene Act, but is made unlawful by the so-called Cummins amendment to the Interstate Commerce Act, wherein a carrier is precluded from exempting itself from its common law liability to deliver at destination the same amount of property which it receives at point of shipment.

Pending before the Interstate Commerce Commission is a draft of a proposed bill of lading submitted jointly by the Grain Dealers National Ass'n and the National Industrial Traffic League, wherein it is proposed to eliminate all reference to discrepancies in elevator weights and thus comply with the law as set forth in the Pomerene Act.

LOSS OR DAMAGE BASIS ACTUAL LOSS. There is another clause in the present bill of lading that has caused much loss and annoyance to shippers of grain. Section 2 of the uniform bill of lading provides that:

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the actual value of the property at the time and place of shipment under this bill of lading, including freight charges, if paid; and where the actual value of the property has not been required to be specifically stated by the shipper in this bill of lading, such actual value shall be arrived at from the bona fide invoice price, if any, to the consignee.

That provision means this: If a shipper at Decatur sells to a dealer in Chicago a carload of corn, f. o. b. car, Decatur weights and grades at 70c, and the car should be wrecked in transit and never delivered, the railroad would pay 70c for the corn and no more. If it chanced that corn had advanced in price 5c per bushel, the Chicago buyer would have to suffer that loss. He might have sold the corn to someone else for an advance in price of 5c a bushel. He would be bound by his contract and be compelled to buy another car of corn of like grade or settle with the purchaser for the difference. It is now proposed in the draft of the bill of lading submitted to the Interstate Commerce Commission to substitute the following:

"The amount of any loss or damage to property, or loss or damage due to delay in delivery thereof under this bill of lading for which the carrier is liable by law, shall be the full actual loss, damage or injury, including freight charges, if paid."

This provision is in conformity with the Cummins amendment to the Interstate Act wherein the carrier is stopped from limiting its common law liability. In other words, it is liable for the full value of the property put in its charge for transportation until such property has been delivered at destination. If this provision is inserted in the bill of lading, the carrier would, under the above illustration, pay for the value of the car of corn which it failed to deliver upon the basis of its cost of replacement at Chicago. If the corn had advanced 5c a bushel it would be required to pay 75c instead of 70c, thus reimbursing the Chicago dealer for his loss, and no more.

More frequently perhaps losses arise under the present bill of lading from damage to grain in transit. Such damage might be caused by a leaky roof or by wreck of a car and the grain being

spilled out and reloaded with dirt and cinders, so that when it finally arrives at destination its value has decreased by reason of the wreck, but how much the loss was could not be determined until the corn has been cleaned, dried and put in marketable condition and sold. In such a case the invoice price at the time and place of shipment would not have anything to do with determining the loss, which as we have stated, only could be determined after the property had arrived at destination and been sold. The provision as proposed will entirely eliminate any uncertainty as to the settlement as the carrier will be fully liable for the loss when ascertained.

DELAY IN TRANSIT: Again, claims arise from delay in transportation. I have seen carloads of corn come into the Chicago market practically rotten, caused by delay in transit. I recall one instance where a car was in transit six weeks, when it ought to have reached the market within six days. It was worthless. Many other cases arise where there is a partial loss of the value due to delay in transit. Such claims if settled at all by the carriers are usually compromised on the best basis that the shipper is willing to accept, and as a rule the shipper will take 40% to 50% of his claim rather than litigate. This unsatisfactory condition of transportation will be entirely overcome under the provision of the clause in the bill of lading above suggested.

PROMPT DELIVERY: Inasmuch as shippers pay full tariff rates for transportation services, and as such rates are presumptively remunerative, it seems no more than just and fair that the services for which payment is made should be expeditiously and satisfactorily performed. Failing to do so, it is not unfair that the loss should fall upon the carrier which is responsible for it, and not upon the shipper who has paid for efficient service and gotten inefficient service.

OTHER PROVISIONS in the Pomerene Act deal particularly with the negotiability of the order bill of lading, making it as negotiable as a promissory note, thus protecting the holder of the bill of lading against abuses and misuse; and likewise protecting the carrier, and the banker who has loaned money on the strength of such bill.

There are, of course, many other terms and conditions in the draft of the bill of lading submitted to the Interstate Commerce Commission that are pertinent to all classes of traffic, including grain, but the ones to which we have heretofore referred pertain more particularly to grain and are of peculiar importance to shippers and handlers thereof.

In one way or another the bill of lading question has been before the Interstate Commerce Commission and before Congress for the past five years. It has been a hard, long drawn out struggle to get a fair bill, but much progress has been made, and we believe that under the authority placed in the hands of the Interstate Commerce Commission by the Pomerene Act, and by the Interstate Act, that body now has full authority to prescribe a bill of lading which will fully protect the interests of the shipping public.

THE WHEAT CROP of New South Wales may be only half the original estimate, while that of Victoria is also much below expectations. South Australia is the only state with first-class prospects.

Crop Improvement.

A SMUT ERADICATION campaign is now being conducted by the Crop Improvement Com'te of the Council of Grain Exchanges. A splendid response has been made to a circular letter which was mailed recently to the superintendents of county schools, newspapers, bankers, grain dealers, millers, commercial clubs, county agents and farmers' clubs in Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, North and South Dakota, Wisconsin and Ohio, asking their co-operation in the campaign. Fifty thousand circulars have already been distributed containing a formaldehyde pledge to be filled out by the school child's farmer partner. These pledges are gathered up and systematically handled to see that every one signing them is furnished with formaldehyde. Orders for many thousands of additional circulars have also been received.

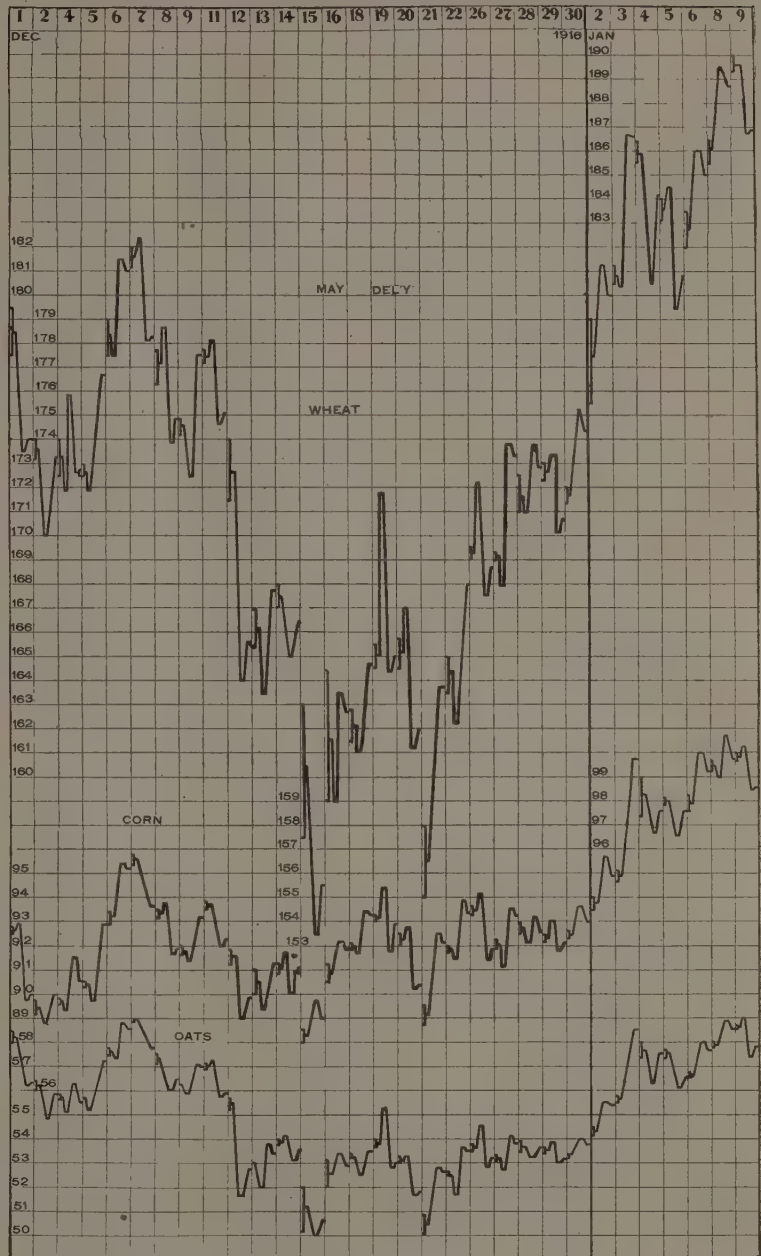
THE UNITED STATES DEPARTMENT of Agriculture states that the wheat crop of 1916 in the spring wheat states of the upper Mississippi valley was badly injured by rust and other diseases and recommends that farmers in this region make sure promptly of a sufficient supply of good plump seed, of adapted varieties, which will grow when sown. If plump, healthy seed cannot be obtained, the seed that is available should be carefully screened and fanned to remove all grains that are not good for sowing. It also advises that the barley in parts of the Northern Mississippi valley be well fanned before seeding, only the plumpest grain being used. The early arrival of extremely hot weather in this region caused a decided shrinking in most of the crop.

THE MILLERS and elevator men in southwestern Minnesota, Marshall, New Ulm, Mankato, Sleepy Eye and Waseca and fifty stations in South Dakota held a convention in New Ulm on Jan. 5 for the purpose of establishing Marquis wheat as the one variety to be advocated for the entire section. It was claimed that Kansas has made millions of dollars by uniting on Turkey red and that by establishing the Marquis as the state variety it could be bred up to its highest efficiency and all the mongrel wheat cleaned out, especially velvet chaff. Bert Ball, Secretary of the Crop Improvement Com'te, was called in consultation and laid out a campaign covering fifty newspapers in that territory, the expense of which was prorated by the millers and elevators represented. Arrangements were made to locate and furnish re-cleaned Marquis to all applicants. The campaign undertaken covers the establishment of Marquis as the standard wheat, the cleaning and fanning of the grain at mills and elevators and on the farm, the treatment of smut grain in part of the territory where it is prevalent and the germination by farmers, school children and others of the shriveled wheat to determine not only if it is alive but if it is strong enough to withstand a backward season. The Minnesota Crop Improvement Ass'n and the Department of Field Experiments in South Dakota are co-operating in locating the proper seed.

SEATTLE SHIPYARDS have 33 steel ships under construction.

CANADIAN FLAXSEED and wheat received at Duluth, Minn., is being duty paid and turned into the United States stocks.

Opening, High, Low and Close at Chicago Since Dec. 1.



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Jan. 1	Jan. 2	Jan. 3	Jan. 4	Jan. 5	Jan. 6	Jan. 7	Jan. 8	Jan. 9
Chicago	168½	173½	172½	170½	174¼	179½	185	184	180¾	184¾	185½	186¾	186¾	186¾
Minneapolis	174¼	178¾	178¾	176¼	179¾	185½	192½	189½	186	189¾	193¼	191¼	191¼	191¼
Duluth	174¼	178¾	178¾	176¾	179¾	185½	192½	189½	186½	190¼	193¼	191¼	191¼	191¼
Omaha	165½	171¼	170¾	169½	172½	179¼	184½	183¼	179¾	183¾	186½	185	185	185
St. Louis	168¾	173	172¾	170¾	174¼	180¼	186¾	184¼	181¼	184¾	188½	186¾	186¾	186¾
Kansas City	165½	170¾	170¾	168½	171¾	177½	183¾	181¾	178¾	181¾	185¾	183¾	183¾	183¾
Millwaukee	168¾	173¾	172¾	170¾	174¼	180¾	186¾	184¼	180¾	184¾	188¾	186¾	186¾	186¾
Toledo	177	185¾	185¾	185	188¾	194¾	200¾	193¾	195	198¾	200¾	198¾	198¾	198¾
*Baltimore	181½	187¾	188¾	186¼	189¾	197	204	202	199	204	207½	206	206	206
Winnipeg	176¾	179¾	178¾	176¾	179¾	184	189¾	189¾	185¾	189¾	191¾	190¾	190¾	190¾

MAY CORN.

Chicago	91¾	93¾	92½	92¼	93	94¾	96¾	97½	97½	99½	99¾	98¾	98¾	98¾
Kansas City	90¾	90¾	90¾	89¾	90¾	92¾	96¾	95¼	94¾	94¾	97¾	97¾	97¾	97¾
St. Louis	92¾	93¾	93	92¾	93¾	95¾	99¾	98¾	98	99¾	100	99	99	99
Omaha	87¾	89¾	89	88¾	89¾	91	95¾	94	93¾	95¾	95¾	94¾	94¾	94¾

*Spot No. 2 Red Western.

Changes Confronting the Grain Trade

BY E. C. EIKENBERRY.

The events of the recent past have served to emphasize the business of grain handling and grain transportation. No class of merchants has been impressed so deeply by the vital necessity to mankind of the commodities in which they trade as have the purveyors of grain and grain products. At the same time no other business has been beset with conditions so speculative or filled with elements so hazardous. The accumulated experience of long business existence was rendered valueless by political conditions without parallel since the Wars of Napoleon.

We live in a remarkable age; the scenes shift with incredible swiftness; in the dizzy whirl of the human ferment, measured by the change in customs, thoughts and ideals, weeks are longer than years and a decade is more than a century, of the time that is past. The world is upheaved by the collision of opposing forces; the travail of humanity attends the birth of a new age with new standards, new ideas and new ideals permeating all classes and all nations and leaving untouched no human institution. No mind, no heart, no brain, no activity of life is immune from the influences of this new epoch, uncertain yet and nebulous, but advancing and soon in the course of events to assume shape and form. As individuals we probably are farther than we suspect from the old standards, old convictions as to right and wrong and the old business basis. As events begin to mature, it is time to take our reckoning, that we may determine our business longitude and latitude and calculate how far we have been driven from the paths of exchange that were hitherto considered safe, and if we are to find it difficult to return without injury to regions where life shall again be normal and trade shall be wholesome.

The alteration wrought in the business life of the nation during the past three years is, in many respects, almost revolutionary. On every hand is the evidence of change; change in business methods, change in business thought, change in business standards and business morals. The old land marks are swept away and comparison of old and new is impossible. The wonderful then is the commonplace now, what was then the remarkable falls now to excite comment. With speed even accelerated, world market factors develop strength and force, establishing over night new levels of value, and America awakes to find herself flooded with another wave of unearned wealth. All is aglow, a fever, the elements of excitement. To extended periods ownership apparently has lost its risk, investment in one commodity was not less profitable than in another commodity. Then at the fear of a shadow buyers turn sellers and prices crumble; fortunes disappear and paper profits develop into actual losses. Never stationary, always changing, the commodity markets have engrossed the attention of men as at no previous time. The possibilities of fortune were apparent; the allurements of the market never before was so powerful.

Speculation pervaded all ranks of society. The general public entered the arena; everywhere men talked of stocks, cotton and grain, of war issues and Anglo-French loans. Multiplied desires called into being multiplied opportunities to trade facilities were provided to accommodate the man of small means who desired to trade in amounts to correspond. No trade, no calling was exempt, the fever spread to the office, the shop and the farm. Men lost their sense of proportion, the normal returns from forge or field failed to satisfy, while the contents of the regular pay envelope dwindled into comparative insignificance. Speculation entered into the purchase and sale of commodities almost without exception; war profits attached to articles in unexpected manner and excuse supplanted reason for advanced prices. A nation reeled along exhilarated by the profits derived from feeding, furnishing and financing the rest of the civilized world at war.

And we are still reeling and rolling along on the high tide of prosperity that is certainly abnormal and possibly transient. Violent reactions and price recessions have sobered men somewhat and

have rendered the situation less artificial; men have seen fortunes disappearing and are beginning to discern that not less, but greater than normal risk now attaches to commodity ownership.

Business is peering tremblingly into the future to divine the change that confronts it. The events of the recent past will have produced effects that are permanent in methods and ideals and business will not again proceed as before the war; however, the commerce of the country will eventually settle on a new basis which will then be the normal basis. Not again will the traffic in grain be conducted identically as it was conducted in the past. The recent storms have shifted the currents of commerce. Not a soul before me is unaffected by the events of the past thirty months, none of us is the same man. Men, cast their thoughts in a different mould; they have broadened, the concerns of a world have engaged them; rarely have men passed through so intense a process of education. But as surely as tomorrow follows today, sooner or later the new times, the normal times will return.

The change confronts us. Have we lost our ability to readjust ourselves and our business to conditions similar to the old conditions? This is the question which the business world is pondering. It is a well established fact that a nation does lose in efficiency during times of abnormal prosperity. Men relax in effort; the practice of economy and the elimination of waste fall into disuse. The ratio of production in the useful arts and trades diminishes, the mine and the farm tend to produce a minimum. Attention to details, the little things in business and trade are ignored.

These are the symptoms of nation-wide extravagance; only the stress of severe financial or social crisis restores health and wholesome conditions. A conservative spirit of preparedness against a period of reaction will with all us obliterate some future discomfort and with some of us actual disaster.

Then, too, can we eliminate the elements of speculation which have gathered about us and cling to us? Can we buy again on a basis that is safe and sell at a profit that is reasonable? Is it possible to eliminate considerations of a speculative nature and reduce operations to a conservative merchandizing basis? It is useless to call the attention of a group of grain men to the insidious speculative influence. For months at a time nothing bought at a price approximately right could go wrong; the buyer could sacrifice an ordinary profit in order to gain possession, merely to reap the advance in values that they could see ahead. This was and is true with individuals in professions and occupations apart from trade; we need not comment on the exceeding difficulty of maintaining operations on a non-speculative basis when engaged daily in traffic in the commodity in which speculation is most highly organized.

Pure speculation has its economic function, the buying and selling grain for future delivery is highly necessary but for purposes of the present discussion, I refer only to the speculative value that has attached to practically all commodities during the present war period; the strong chance of profit by appreciation in market value. War profits may entail war losses. A long period of exorbitant profit results in diminished care and increased extravagance in expenditures, a loss of perspective in trade and final inability to exist on a profit that bears a right proportion to time and amount of investment and hazards of ownership. Can the grain trade as a whole adjust itself to normal conditions and accomplish the change without violence?

This and similar questions do not admit of answer; they are propounded only to stimulate thought and plans and consideration for the future. Good business fortifies itself against adversity, and its stability is only the measure of the preparedness of its individuals to meet adverse conditions. The changes we apprehend may come so gradually that adjustment will be comparatively easy. There may be no violent reaction, the currents of trade may not seriously be disturbed, but it is well to be prudently cautious, to be protected against a condition that may be the sequence of a political and social disturb-

ance without parallel in modern history and a situation without a precedent in the experience of organized society.

Changes confronting the grain trade are so numerous as to preclude even enumeration within the time I may presume to occupy. Some of them are confined in prospect to one branch of the trade, others to particular phases or activities of the traffic.

It may readily be perceived that the export grain trade of the country possibly may be confronted with changes more momentous than those confronting any other branch of the trade. The interest of the exporter is more intimately bound up with the issues of the European war. The result of the struggle is of momentous interest to firms whose customers are participants and the fortunes of war as well as the fortunes of the peace to follow may operate radically and rapidly to alter the course and methods of our export trade. Indirectly such changes may affect the entire trade, but they are without interest as they may not be foreseen and will ensue from the fortunes of war and not as the result of any definite economic tendencies.

The particular changes which may reasonably receive our attention are those which may be predicted on a completion of policies well under way or of economic forces the drift and direction of which are becoming apparent. Two sets of forces may be enumerated as operating to produce change in method and manner of conducting the traffic in grain and grain products; one from the outside, external; the other from inside, internal. The consideration of either involves an analysis of certain established economic tendencies, with a view to determine the logical result of the progressive development of such tendencies along natural and logical economic lines.

The change we have outlined in this address is coming as a result of a previous change in conditions wrought by the present environment of war and may we confine the whole of our present deliberation to a consideration of further changes that threaten the trade and have their origin in forces set in motion by external influences. Those at present most perceptibly affecting the trade have their origin in the fact that the grain handling facilities are gradually assuming the status of public utilities. On the one hand, the business is so intimately related to public welfare and its proper conduct is so much a matter of public concern as readily to suggest governmental regulation to be good public-policy; on the other hand, it is so intimately dependent on facilities of transportation and is so directly affected by governmental regulation of the transportation utilities that it is in reality influenced and in a manner regulated by and through the regulation of the agency by which its operation is made possible.

The influence and effect of the regulation of interstate commerce by the Federal Government by virtue of a constitutional right long has been recognized, and at all times the organized grain trade has been a factor in the formulation of transportation policies. Every tariff filed by the carriers has been scrutinized closely, and every threatened encroachment on the rights and principles of the shipping public has been stoutly resisted.

The trade has not allowed selfish interests or motives without reason to shape its course, but in a broad-minded manner befitting a business of such magnitude, has championed a fair deal for all parties concerned, carriers and shippers alike. Originating a large percentage of the freight tonnage entering into interstate and foreign commerce it has through its various organizations wielded an influence commensurate with its importance. To realize the change wrought in the affairs of the trade through the medium of transportation regulation, it is but necessary to refer to the days of rebates and special privileges and discriminatory rates, to the subject of car load minimums, elevator charges, underbidding and demurrage.

Privileges obnoxious to public policy have been eliminated; the discontinuance of others has been allowed on the showing by the carriers that they could not longer afford to extend them. On this ground the railroads are continuing to demand more insistently the elimination of certain other privileges enjoyed by the shipping public. In view of the unprecedented earnings of the railroads during the past twelve months, the plea of financial necessity can not be taken seriously. The transportation interests seem intent on securing the largest possible net revenue regardless of comparisons with returns in the past. It may be the part of good management to make hay while the sun

shines, to amass within the time of present business stimulation resources sufficient to place the various systems on an improved financial basis and thus to atone in part at least to the stockholders for evils of over capitalization. But the public should not even temporarily be expected to resign its rights or contribute more than a just recompense for services rendered by the carriers of the country.

To one on the outside it would seem an ill and inopportune time to demand increased revenue either from direct charges or indirectly by the elimination of certain privileges. The public attitude would be more tolerant were the efficiency of transportation services at its maximum. The public mind forms its business conclusions on correct principles, and it is feeling about to find the justice in the demand for increased pay for decreased service.

The railroad situation is acute; at no previous time have the transportation facilities of the nation been so sadly overtaxed or have the railroads so clearly demonstrated their inability to render service adequate with the public need. It is futile to attempt to analyze the cause of the trouble or to attempt to explain what is the matter with the railroads. Facts must be accepted as they exist, and it is a condition and not a theory that confronts us. We may talk bad management and stock manipulation until we are quite exhausted and we shall be no nearer relief. That there is something radically wrong none will deny. The condition is so aggravated and is so steadily becoming worse that it is certain to appeal for public remedy, and some changes in our transportation rights and privileges confront us, possibly more radical than is apprehended.

The Interstate Commerce Commission is the recipient of insistent appeal for relief by the public and the carriers alike. By a systematic and scientific investigation the Federal Congress through a joint committee of House and Senate is seeking to determine the underlying causes of transportation troubles and the findings of this Committee will likely form the basis for certain advanced legislation. Efficient action will proceed along lines of co-operation with the railroads toward eliminating the inherent evils of their present status without sacrificing the rights of the public or impairing its privileges.

It is clear that the railroads should have help to solve administrative difficulties from which they do not seem able to extricate themselves. The business of transportation is not on a proper scientific basis, the whole thing should be revamped. Stockholders and investors may suffer, but the public should be saved from harm resulting from a condition for the creation of which it is in nowise responsible. The average individual is slow to concede that his troubles originate with his own bad habits or evil practices; it is so with the railroads. Relief is sought not in rectifying internal bad practice, but in the abridgment of privileges hitherto accorded the public.

Just now we are confronted with an effort to eliminate or restrict re-consignment privileges; this may be right or it may be wrong, and abolition or restriction of transit privileges is but one step farther along. Not that there is even an intimation that this privilege will be next attacked, but just a suggestion of what might logically happen. Efforts have been made to secure consent to file certain tariffs to become operative in a shorter period than the statutory thirty days. A tariff, if just, can ordinarily wait thirty days; if unjust this period is none too long to formulate and file objections. Certain rights should be carefully guarded.

You have been thinking of these matters. So have I and your National organization is always on the alert through its accredited agencies, scrutinizing the various moves of the transportation interests and demanding its just share in the formulation of new policies. Interests so vast as those with which the grain dealers of the nation are identified must be heard and at all times it is highly essential that they be represented by an efficient National organization, which should be thoroughly representative of the trade in all its branches and authorized to speak clearly in its behalf. This organization should be ready for instant service, able to mobilize its forces at a moment's notice and to make effective attack or lend substantial aid. This is the time when the National Assn. demands the steady and hearty support of its members for while I do not want to be classed as an alarmist, yet the logic of the present situation leads to but one conclusion and that a probable enforced and complete change in the agencies

through which the Federal Government exercises its control over interstate and foreign commerce and a consequent radical alteration of the conduct of freight transportation. A change of conditions that might tend more nearly to the normal would allay the pressure of popular demand for an effective and enduring remedy for the inherent weakness in our transportation system, but while the public is patient yet recurrence of the evil condition will persist and will sooner or later compel some such change as I have suggested and against this day the grain trade must stand prepared.

The second well-defined drift that may be noted is the tendency on the part of the public to regard the facilities for grain handling as actual public utilities, and a consequent assertion of the right by both State and Federal powers to supervise and regulate the conduct of the traffic in grain and grain products all of which is believed to be in accord with public policy. While not new the current of this tendency is but recently become apparent on the surface. Certain States have long regulated so-called public storehouses and elevators and at least four states have for varying lengths of time exercised state control over the function of the inspection and grading of grain.

A more advanced step is imminent in another state where it is proposed to establish and conduct state owned and operated elevators at both country and terminal points. I withhold comment on the fallacies this scheme may present, but it is cited to indicate and emphasize this attitude that is being assumed by the public in its estimate of the economic relations of the grain business.

The state of Louisiana is now completing at New Orleans by its representative, the Board of Commissioners of the Port of New Orleans, a thoroughly modern concrete elevator. This elevator will be operated by the State and it will serve several railroads operating into the city of New Orleans, which have no elevator facilities. Straws and not saw logs show which way the wind blows.

The action of the general government in the enforced use under Federal supervision of official standards in the grading of grain entering into interstate or foreign commerce, is nothing more nor less than the exercise of the right of public regulation of a privately owned industry. This law was placed on the statute books as a result of a demand from within the trade; for years we stood committed to the principle of federal supervision of grain inspection, following other years during which the trade had vainly endeavored to establish a uniform system of grading grain. A high legal authority has said "men are so perversely constituted they seem to prefer compulsion to co-operation; they call upon the state to compel them by law to do what they ought to do for themselves, to frame rules of conduct they should voluntarily devise for their own protection."

In a benevolent manner and with full co-operation the government has entered upon this regulatory function. The wisdom of the government is best exemplified by its co-operation with the governed to attain their highest aims. Our government is co-operating with us to the accomplishment of an end which we of ourselves were unable to attain. A contemplation of this fact should determine our attitude toward the changes made and to be made. The new system provides an official staff in the supervisors and their chief. New duties and new authority readily attaches to officials such as these. We must expect their duties to be amplified; it will be convenient. A group of men with scientific knowledge of the traffic and without financial connection will determine some things definitely; in fact the relation in which we stand to the government at Washington is being defined; in its further definition we are intensely interested.

Federal Standards for Other Grains: We expect shortly the promulgation of government standards for the grading of wheat; those for grading oats, rye and other grains will follow. These changes are apparent and are anticipated, even welcomed by the trade, which is eager to have the work of standardization completed. Other changes will come, the outgrowth of those which are apparent. Future legislation will seek to establish a better standard of business morality, a better general business code. Resent the intrusion, call it paternalism, take whatever attitude we may, yet the commercial affairs of the nation will receive increasing attention.

This is the new program and there are men who are looking far ahead, anxious

to have a part in the making of enlightened constructive business policies. Trade has nothing to apprehend, but individual conduct may be scrutinized more closely. Recognition will be given the fact that the best judges of salutary measures affecting any branch of trade, will be those persons actively engaged in the particular industry or industries which are the subjects of proposed legislation, or departmental orders. The increasing disposition on the part of the government to extend recognition to trade Associations is a tendency distinctly noticeable. The advice and suggestion of individuals authorized officially to speak for industrial and Trade Association are sought and are given the highest consideration. The grain trade can be heard at Washington regarding any measure affecting its interests and is not compelled to resort to political influence to obtain respectful consideration. This fact, if no other, makes imperative the maintenance of an efficient national organization.

Speaking of the work done by some of the departments of the federal government, a close observer of present drifts in government states that "Without Associations it would be impossible for a Federal Commission to enforce the proposed provisions which are general in character. Only the parties engaged in a trade or industry are in position to work out the details and formulate the rules necessary to compel obedience. The public does not realize how eager the best business men are to do some of these very things, how gladly they would blacklist the manufacturer or dealer who resorts to tricky or unfair practice."

The world moves and we must move with it. Changes are certain to come, no business is static. In this short address I have not attempted to indicate definite changes or those local in effect, but only to suggest the economic and constructive forces that are working to produce alterations in the trade as a whole. Men of good judgment are men who look ahead. Certain forces once set in motion in a certain course unless deflected will produce certain results. It is my desire to indicate the forces and not the results, and if I have suggested any line of thought that is new and wholesome, or a new angle to old subjects of deliberation I shall feel that my efforts have not been in vain.

In conclusion I want to express on behalf of the National Assn its appreciation of the splendid support accorded by the Indiana Assn and by its members individually. The National Assn stands ready to serve its affiliated State Assns in the furtherance of any constructive policies of general importance, and you have the right to demand such service. It should be the guardian of the interests of the whole trade and only the loyal and active support of the trade can render it an efficient instrument for service in such capacity.

SHIPPING THE AUSTRALIAN wheat surplus is a problem that almost defies solution. The wheat pool was able to ship only 12,036,000 bags in 10 months, and on Dec. 1 had 31,297,000 bags on hand to be shipped, and at the rate of progress made during the 10 months it would require over two years to move out the grain surplus from the last harvest, making no allowance for the harvest just started.

IN NEUTRAL HARBORS lie 621 German merchant vessels rotting at their wharves. In Australia 5,000,000 tons of wheat is rotting on the docks for lack of ships. In England the price of wheat is extravagantly high. Two wheat cargoes for every one of the idle German boats can be found in Australia and India, and the only reason the boats are not so employed is that their owners fear that if they venture on the high seas they will be captured or sunk by the English alliance. To ease up the shortage in ocean transport it would seem a profitable step for the English alliance to permit German ships to use the seas freely, if they will give a guarantee not to attempt to run the blockade into Germany. The German government probably would not object to the employment of German ships in trade between strictly neutral countries. Then the British government could use the ships now in the neutral trade exclusively for shipping food and munitions to Britain.

Indiana Association Holds Enthusiastic Meeting

The annual meeting of the Indiana Grain Dealers Ass'n at Indianapolis Jan. 9 and 10 drew out volumes of interesting discussion of grain trade problems. The registry showed 259 dealers attended. The attendance the first day was very large, and should have been the second day as the program of the second day was equally interesting to grain shippers.

The annual meeting of the Indiana Grain Dealers Ass'n was called to order in the Board of Trade Assembly Hall, Indianapolis, Tuesday afternoon, Jan. 9, by Pres. Hazelrigg, who introduced the Rev. Frank S. C. Wick, who welcomed the dealers to the city and delivered the Invocation.

J. S. Hazelrigg read the President's Annual Address, from which we take the following:

President's Address.

No one will dispute that much of the advancement in the grain business has been made since the organization of our Association. There are shippers in our state who are members and others who are not, who little appreciate the good the Ass'n has accomplished for them in the past ten years, not but what they are good prosperous grain men, but they fail to show the interest in Ass'n work that they should. While the Grain Dealers Ass'n is a great help to the country grain shipper, it cannot, nor should it be expected to do all the work that is required to keep the organization in a helpful state. The ministers in your respective home cities can preach to their congregations every day in the year, but without the co-operation of their members, their efforts will in a great measure be fruitless. The prayer meetings and the cottage meetings held in the little homes surrounding the church where the neighbors gather together and commune with one another are strong factors in holding the organization together and keeping life in the church where otherwise it would not be the power for good that it is now.

This principle applies to our state association. The local meetings which are held over the state in a great measure contribute to the life of our state association. When country shippers meet face to face and talk matters over with their competitors and and out the grievances of one another, if any, the situation clarifies itself. The more frequently we hold local meetings in our respective neighborhoods where we can confer with one another, the better will be the feeling among all concerned. The more general benefits will be realized by those who contribute to the interest and success of such meetings. Many dealers listen too much to what outside parties have to say about their competitors and take it for granted that all they say is true. It is a great mistake for competitors to believe everything they hear about one another, because frequently it is not true and enmity between interested parties develops which should not exist.

Every grain shipper has in the territory between him and his competitor what I would call the dividing line, or in other words the half-way place. At the dead line is where trouble frequently begins, as farmers on that line are usually the trouble makers. They go to Jones and tell him what Smith offered to grade his grain and pay him for it, then they go to Smith and tell him what Jones offered to grade and pay for his grain and frequently the difference in one or even two grades runs all the way from 2 to 5 cents per bushel. Instead of Jones asking Smith to verify the farmer's statement, he takes it for granted that what the farmer says is correct, then the trouble begins and results in a bitter feeling which is kept alive possibly through the whole year. Neither tried to convince the other of his error or made any money. Now that is where, in my judgment, the local organization can and usually does perform invaluable service. When the dealers get together in their local meetings

they get better acquainted and learn to respect each other and there learn they have been misunderstood or purposely misrepresented by the trouble maker, and the differences can usually be adjusted.

Cut throat competition: It is useless for any grain shipper to get the notion as do a great many new men in the business that he can buy every crop of grain that is raised in the territory tributary to his elevator, because he cannot, and the disappointment results in trouble and loss. If you cannot buy the crop of grain that really should go to your elevator, possibly on account of some little difference between you and the farmer, you should not harbor an enmity toward your competitor because he gets that certain crop of grain. You will find the same trouble has existed in a great many localities and has been the cause of much anxiety, loss of money and friendship, the latter being the more serious loss.

Often one shipper has to do a great deal more Ass'n work in his locality than he thinks he ought, but nevertheless, if he is fitted for it and is called upon to serve in that capacity, he should do all he can to keep the spirit and good will of his fellowmen alive. It is the duty of every member of the Ass'n to make himself a special committee of one to see and urge his neighbor dealers, not already members, to join the State Ass'n. The little amount that it costs each member to belong to and sustain the organization is but a trifle and no one in the grain business can afford to stay outside.

Advancement: When you stop to think of the advancement in the grain business the last 12 or 15 years you can hardly fail to appreciate what has been done. New modern elevators have sprung up all over the state and modern conveniences have been installed for the efficient and economical handling of grain and the advancement of the business. No one realizes and should appreciate this more than the farmers of our state. The advancement of the grain business of to-day has been accomplished largely through the efforts of our State Ass'n and similar organizations in other states and the nation. One can hardly comprehend the good work that has been done through the Legislative Committee of our state and national associations both in securing legislation and defeating bad legislation.

Railroad Claims: In former years when you would make claims to the railroads for losses suffered in the transportation of grain you would file your claim with the railroad companies and they paid but little attention to your demands if you were not in the favorite class, but now it is different. When you file a claim in the proper manner and you have a just claim, it is taken up promptly with the claims department of the respective companies and adjusted in a short time.

Terminal Markets: It used to be when a car of grain arrived at its destination there would be little attention paid to the physical condition on its arrival. If the car was leaking, the shipper had no means of telling anything about it. Thus, there was little chance for recovery of the value of his grain that was lost in transit, but this day and age the conditions are far different in the terminal markets. Every precaution is taken in almost all markets to ascertain the condition of every car on its arrival. This has been accomplished by the grain associations and the co-operation of the commission merchants in their respective markets. There are a few tardy exceptions to the general rule of up-to-date markets but we are anticipating the desired service in all within a short time.

Legislation: In regard to all of the legislation that has been secured in the interests of the grain trade through the efforts of our state and national ass'ns, I confess I am not familiar but I do know the grain dealers have been benefited far beyond their comprehension and a great many of us will possibly never realize the good work that has been accomplished.

In all organizations the members are its life, and there can be but one motive and that is to bring it up to the highest standard that can be attained, and that can only be accomplished by the good spirit and zeal of its members toward one another. My hope is that our organization

shall continue to be second to none. I feel the interest that has and is being shown in our state meetings from one year to another has greatly increased, and attribute this to the growth in association spirit, the good work and untiring efforts of our Secretary. I believe no man could take more interest or make greater effort to promote the upbuilding of our Ass'n than he has done during his past and present term as our Secretary, and I want to thank him for his valuable services and the substantial financial condition of the Ass'n.

I also wish to express my appreciation of each member of the Board who has generously responded when asked to leave his business, often at an expense to his business and come here at the President's and Secretary's call to lend whatever information and assistance he could to promote the Association work. It is my earnest desire during the year of 1917 to see an increased membership embracing all of the substantial grain dealers of the state and I have no doubt but what in this respect by the help of our officers and members our hopes will be realized.

Sec'y Chas. B. Riley read his financial report and followed it with his annual report:

Secretary's Report.

FINANCIAL REPORT.

From Jan. 17, 1916, to Jan. 6, 1917, inclusive.

Receipts.

Cash on hand Jan. 17, 1916.....	\$1,039.17
Dues	3,802.00
Additional Stations	651.00
Exchange on drafts .....	.30
Directories sold	30.50
Automobile account	207.48
Freight claims	355.00
Directory advertising	634.95
Chas. B. Riley, a/c error in addition of December 1916 statement.....	10.00
Total	\$6,730.46

Disbursements.

Secretary's salary 1-31-16 to 12-30-16	\$2,300.00
Secretary's traveling expenses.....	376.85
Nell Phillips, salary from 1-22-16 to 9-9-16	442.00
A. L. Vesey, salary from 9-16-16 to 1-6-17	218.00
Freight claims	186.06
Printing directory	207.48
Printing miscellaneous	111.00
Postage, including directory	272.61
Office rent, telg., telephones, stationery, etc.	410.21
Dues, Grain Dealers National Assn. to Jan. 1, 1917.....	200.00
Entertainment Convention Jan. 19, 1916	60.00
Entertainment Convention June 19, 1916	74.08
Automobile account	2.50
Advertising, 1 week stenographic services	15.00
Board of Managers' traveling expenses	107.37
Donation to Farmers' National Convention	10.00
Total	\$4,970.43
Cash on hand Jan. 6, 1917.....	1,760.03
Total	\$6,730.46

The past year has been a very good one from the standpoint of membership. While we have not received more new members than during previous years, we have suffered less shrinkage on account of changing ownership, retirement from business and otherwise, and at this time we have in good standing 314 members, with 110 additional stations.

The trade each year is coming to realize more generally the value of the association and membership therein. We hope this sentiment will continue to grow as there are many good firms still out of the fold.

Business Conditions: The trade generally has made money the past year in spite of the numerous embarrassments such as short crops, demoralized markets and bad transportation conditions. For the last two years we have urged the trade to be careful about buying and selling grain ahead, and especially the last year on account of the erratic markets and the demoralized transportation situation.

The prices of all grains have been high compared with prices during normal times and any day was liable to witness changes of 10c per bushel. Any hour was liable to develop a new embargo on transportation so that no one could well figure on markets or dates of shipment or delivery. In addition to the embargoes there has

been for many months the greatest scarcity of car equipment ever experienced by grain shippers, and at this time there is but little relief in sight.

The grain dealer who has refused to see or hear the warning, in many instances has paid or is now paying the penalty notwithstanding considerable corn was contracted to receive at what now seems to be a low price, and for want of cars is still on hand. In many instances houses have been closed and the trade greatly demoralized by reason of the extraordinary conditions, all of which will bring trouble along with the profits now apparent.

Transportation Facilities: The year has brought more trouble to the trade generally on account of car shortage than any year within the experience of this Ass'n. Fortunately the principal part of the grain received has been in good condition so as not to deteriorate greatly while holding in elevators or on the rails, but the utter lack of transportation equipment has greatly handicapped the trade.

We have answered the call of many of our members to assist in getting cars, but with all we could do there still was a waiting list for thousands of cars that never came. The carriers claim they are doing their best to provide facilities but abnormal conditions are still threatening.

We notice the shortage of cars Dec. 1st was 105,557 as compared with a surplus of 57,693 June 1, 1916. Now this extraordinary condition is not wholly accounted for, but doubtless it is due to many causes over which the carriers cannot exercise full control.

Margin of Profit: One redeeming feature has been the purchase of much grain on a fair margin of profit and the premiums for cash stocks permitted many to get out with limited losses or a liberal share of the profit.

Grain Grades: The United States Grades Standards Act became effective Dec. 1st and while it will require many months, and years, to get the trade to realize fully all it means, we hope for a liberal construction and an intelligent administration of it in all the markets of the country.

There are a few features of the law and the rules for its administration that seem to be a little out of harmony with the principle, that the Government does not desire to interfere by regulation or otherwise with the commerce of the country flowing through the natural channels, but by the exercise of that power desires only to facilitate its movement under such regulations as will vouchsafe to all parties the right and privilege of doing business with whomsoever they may choose to contract. However, there are some features of the law that tend to destroy this privilege. They will doubtless receive the attention of our members and be brot to the attention of the department in a proper manner.

Claims Department: During the past year we have filed the usual number of claims against the carriers on account of loss in transit and others. The number of claims declined by the carriers is greater in proportion to the number filed than usual. It seems that carriers are more technical in their treatment of claims than formerly, raising all kinds of defenses. I think too we have filed more claims without complete evidence than usual, because the claimants have in some instances desired them filed as a condition precedent to the institution of suit, if rejected. We have also filed some claims for which we had not the complete evidence, on the theory that we would be able to develop the evidence or that the carriers records of car movement would disclose the evidence and in a limited number of cases we have realized the benefit of this effort.

Carriers are practically insurers of the tonnage they accept under the common law, and the burden of exempting themselves from liability for failure to deliver the amount and condition received, is an affirmative defense available to them under certain conditions, but not always properly exercised outside of the court. In other words the Claim Departments now require the claimant not only to show the amount and kind of grain loaded and discharged but they improperly require the claimants to show such a condition of the car or movement thereof as will disclose the cause of the loss. We have usually returned to claimants the rejected claims with all the papers, recommending suit as the courts will compel the carriers to free themselves from liability, rather than compel the claimant to show how the loss actually occurred. We still think shippers should pursue that course. As a matter of economy they can group their claims and bring suit in their local courts and do it for much less expense than it

could be accomplished for them by the Ass'n, in addition to which the Ass'n has never assumed that responsibility and doubtless should not.

Bill of Lading: Since the B/L law has become effective, we anticipate better conditions, tho we cannot escape the conviction that shippers generally should be very careful about their shipments and when just claims are rejected, they should resort to the courts for relief, when all questions can be disposed of in harmony with the shipping contract and the law.

Rental Contracts: We have had our attention called to what seems to be a general readjustment of ground rentals and contracts, at least on some roads. It seems the carriers have been insisting on revision of the leases and in many cases increased rentals. The matter has been up before the Interstate Commerce Commission and it claims lack of authority, except in cases where discriminations are involved. It has also been considered in an informal manner by some of the Public Service Commissioners of this state and they take the same view of it taken by the Interstate Commerce Commission. Without discussing it fully, we believe an effort should be made by our Legislative Committee to have a law enacted by the present Legislature, giving the Public Service Commission such authority and possibly our Representatives and Senators at Washington should be asked to have the Interstate Commerce Commission law so amended as to give that tribunal jurisdiction of the same subject.

Weights: There is no single subject in which the grain trade of this state is more interested. We find our members generally are doing much to bring weights up to the highest point of efficiency, both in the matter of appliances and in the operation of same. We think the principal markets of the country are likewise making advances along that line. Some of them are not yet fully alive to the importance of this subject but they are the exception and of course will ultimately pay the penalty for their neglect or will change their methods.

Local Meetings: During the year I have attended over 50 local meetings in the state and some on the Indiana and Illinois border in conjunction with the Secretary of the Illinois Ass'n. We have had fair attendance at the greater number of the meetings, but very poor at others.

Arbitration: One of the commendable features of Ass'n's is the provision for arbitration of trade differences between members. During the year, however, we have not had a single arbitration case come to issue. We cannot but feel that this is highly complimentary to the business intelligence and spirit of fair dealing on the part of our members and those with whom they have maintained business relations. A very few misunderstandings have developed and they were easily and permanently adjusted. We think this record is unexcelled in all the Ass'n work, and it is certainly complimentary to the extreme when we think of the millions of dollars involved in a year's business in the handling of grain by the hundreds of shippers and receivers, members of this Ass'n.

Markets: At our meeting last winter, resolutions were adopted urging all the markets available to Indiana shippers to provide for the complete physical examination of cars and reports. Likewise the markets were requested to establish and maintain discount committees with authority to fix discounts under all proper conditions. A number of them have complied with the spirit of the resolutions in whole or in part, so we have deemed it advisable to give each and all an opportunity to present views and reports at this meeting. All have been furnished a copy of the resolutions in question and invited to be here.

New Members: President Hazelrigg has brot forcibly to your attention the importance of your co-operation in this matter of soliciting new members.

While our report on membership shows up perhaps better than it ever has before, yet there are several hundred good and eligible firms in the state who are not members of the Ass'n. We know from experience that they would not all become members at one time, but the greater number are ready and willing to join us if their neighbors who are members will go to enough trouble to solicit them personally.

One day last summer I dropped off the train at Bluffton and was met by our ex-president, Mr. Deam, who with his good wife, met and took me for a drive over one or two counties in that part of the state. We called on six non-members,

found five of them at their place of business and secured the applications of the entire number. In a few days thereafter we received the application of the sixth man whom we failed to find at his place of business.

Now, I know that Mr. Deam has good and true friends in that part of the state and they were very glad he called on them that day and some of them are here now. Each of you can accomplish as much or at least assist in getting new members to the extent of the number of non-members in your respective localities.

During this meeting we should have at least 25 or more new members and can get them, if each will undertake to bring in one or more that are here now and ready to "hit the sawdust trail."

J. F. Treasure, county agent of Delaware County said, If the fertility of the soil of your section declines, your business will surely fall off. It may interest you to know that on a ride from New York City to Buffalo I counted 601 abandoned farms. Tell me why in 1903, 319 cars of No. 1 Iowa corn was received in Chicago while last year only 16 cars of No. 1 corn were received. I believe this was due to the exhaustion of the phosphates.

I have been making acidity tests of the soil of Delaware County and I find that 92% of the farms need 1 to 3 tons of lime. We are encouraging the planting of legumes and the use of commercial fertilizers.

In 1914 we had a corn club of 44 and have increased the number each year. We have had 186 corn farmers competing for the prizes offered by the grain dealers of our county and their yields have averaged 78 bus. per acre. Our boys' club of 362 obtained an average of 82 bus. In the Indiana Corn Growers' Contest of 1914 Delaware County had 3/16s of the members in the 100 bus. per acre club.

We introduced Iowa 105 oats and increased our yield 8 bus. per acre.

We have greatly increased our production of barley and encouraged its use as feed.

Prof. T. A. Coleman of the Agricultural Extension Dept. of Purdue University called attention to the fact that President Washington had recommended to Congress the establishment of a Dept. of Agri. yet it had taken nearly a century



John S. Hazelrigg, Cambridge City, Ind.,
Re-elected Pres. Indiana Grain Dealers Ass'n.

for Congress to accept his recommendation. The U. S. Dept. of Agri. and the State Experiment Stations are working to bring about the harmonious, efficient co-operation of the scientist and the practical worker in the development of better farming methods. The Federal Government is furnishing money for the employment of specialists who supplement the work of the county agents. At present Indiana receives about \$45,000 from the Federal Gov't. This will be increased gradually until we have over \$100,000 per year for this work. These men also have the franking privilege for their mail, which amounts to about \$200 per month.

The county agents have organized boys' clubs and by directing the boys intelligently have excelled the fathers' results and thus we have reached the dubious farmers thru their boys.

The question of standardizing the farm crops and then inducing all the farmers to adopt them is receiving careful thought and investigation.

We need crop statistics that are more up to date, we want the figures before they are ancient history. We shud have reliable reports on acreage, condition and yield earlier.

We wish to thank the grain dealers for their generous assistance and encouragement.

Mr. Basset, a Shelby county practical farmer, was called upon. He said: It takes commercial fertilizer and manure to get large yields. For 20 years I have averaged 25 bus. of wheat. I used Rubey until it began to fail, then I tried Amber wheat. I get 50 bus. of corn and 5 tons of hay to the acre. I sent my boy to Purdue and he came home and told me many things I did not know. We have improved our seeds, our fertilizer and our yields.

C. B. Jenkins of Noblesville admitted that he was now a farmer and was much interested in the county agent work. I propose that Hamilton county shall have a county agent and better farming methods.

H. H. Deam commended the work of the county agents and of Mr. Treasurer.

Prof. Coleman said that at present 37 counties have an agent, altho 92 may have one. The trouble is to get the men.

Chas. Ashbaugh: I am from Clinton county and, sorry to say, that we had a county agent but have none now.

D. L. Brookie: I am also from Frankfort and I wonder what is wrong with our farmers. At a recent meeting 167 of them voted against the county agent. They are prejudiced.

P. E. Goodrich: Randolph county had a county agent, an efficient, active worker, who wore out two automobiles in three years. He did excellent work and obtained a position in Ohio at \$600 more a year than we paid him. Our county profited largely from his work, but he did not advertise what he was doing. I think we should all boost our county agents and get him as much publicity as possible.

President Hazelrigg appointed the following committees:

Resolutions: E. W. Hutchinson, Arlington; E. K. Sowash, Middletown; C. A. Ashbaugh, Frankfort; J. J. Putman, Newport; J. A. Gill, Medaryville.

Nominations: H. H. Deam, Bluffton; J. T. Higgins, Lafayette; J. T. Batchelor, Sharpsville; Mr. Chance, Lewisville; Otto Lefforge, Rossville.

Auditing: J. H. Morrow, Wabash; Wallace Reiman, Shelbyville; N. Busenbark, New Market.

Dr. H. E. Barnard, State Commissioner of Weights and Measures, in addressing the dealers, said: One surprising development of our work is that we have found as many scales weighing short as over. Our inspectors are authorized to condemn inaccurate scales. We have 1,000 lbs. of test weights on hand and are supposed to test your scales on application, but as we get only \$5,000 per year we have so little help and facilities that we could not get to you for six months.

We want two trucks with 1,000 lbs. of test weights, one for the north and one for the south of the state.

We shall try to employ experts who will tell you what is needed to secure accurate weights or condemn them if they are beyond repair. We shall be very glad to go over all your measures and seal them if correct and condemn them if incorrect. The service is free for the asking.

A bushel of onions in Indiana is 47 lbs., while in other states it is 57 lbs. Many other commodities vary from the standards of other states. We believe our standards shud conform to those most generally used in other states. Our dept. is a branch of the Pure Food dept. of the state. We are so new, I feel like asking you for suggestions. We have learned that most men are honest. We are not looking for dishonest men but trying to help you to accurate weights.

Mr. Barnard: The trouble with the scales is, first, poor installation and, second, lack of proper care.

Chas. Quinn: The new B/L law provides that the railroads shall accept the weights where adequate weighing facilities are provided. What, in your estimation, would constitute adequate facilities? What should be done to standardize adequate facilities thruout the land?

D. L. Brookie: I have used both the covered and the uncovered wagon scale and I think the air pressure on the load standing on the scale platform in your driveway will prevent accurate weighing. I prefer the open scale. I keep my platform clean and balance my scale frequently. When the wind is blowing thru the driveway the weight of your load will vary 40 lbs.

Dr. Barnard: We have issued a booklet on Inspecting, Testing and Sealing of Weights, Scales and Measures and a copy will be sent to each of you. If you have test weights which you wish sealed get them to my office. I will clean them, test them, seal them and stamp them as the official legal test weights of the state.

Adjourned to Wednesday, 10 a. m.

Tuesday Evening Session.

Tuesday evening the assembly hall and dining room of the Board of Trade were crowded with shippers, who had enjoyed the hospitality of the Board of Trade before and knew they could count on something worth while.

Pres. Hazelrigg started the proceedings by calling upon C. B. Jenkins for a few remarks. Mr. Jenkins praised and introduced Indiana's new Governor, Jim Goodrich of Goodrich Bros. Grain & Hay Co., of Winchester.

The Governor told of his connection with the grain business and his interest in it. He spoke of some of the economies contemplated by the recommendations of his inaugural address and invited the grain dealers to drop in and see a fellow grain dealer at the state house after the Legislature has gone home.

Hon. Luke W. Duffey delivered an earnest address on the Good Roads Legis-

lation needed by the state and won the support of his hearers.

The entertainment program included solos, quartet, piano solos, monolog artists, a bird mimic, dances and stereopticon posing.

One monolog artist perpetrated the following and still lives:

Gentlemen, you do not realize what it means to get together and not have any one get Riley. It has been rumored that some were shot well before they arrived and it is hard to deal with the Minors. But as the Scotch would say "ye Kinney Elp it" no matter Howard you try. They are all good fellows. While some have to be Boyd up more than others, if you had been here Xmas and seen how they stood by the widow Ander son you would have agreed that they were all Wright. While the elevator men have their ups and downs they always get over the Hill, and manage to put it over on the Government even though its representative does Russell about a good deal.

We must always keep our Wits at work and if any one asks hoosier grain co we must be mutual, or the other fellow may Lamson one. No matter how tired we are we can not go Hay ward as Maney would like until our work is done as we Mai bucher some fellows profits.

But to be Frank, if you fellows will get the grain in here some of our Dorn merchants will Miller, while we can't all be Masters of our situations let's try and be good enough to keep the Wolf from Brownsburg. As I see a Gale in the distance I feel I best put a Schall over my head and if our good Shepperd will Holder we'll Hook the old Gray up to the Family Hazelrigg and all go over Jordon and pick Berrys.

Plenty of cigars were provided for the smokers and J. P. Shoemaker closed the evening with a reading of Riley's A Trip to Washington.

Wednesday Morning Session.

The Wednesday morning session was called to order by Pres. Hazelrigg at 10:10, who asked A. E. Reynolds of Crawfordsville for the report of the Legislation Com'te.

Mr. Reynolds among other things said, Since last we met the B/L bill and the Grain Standards act have become laws. For 10 years I have been working for uniform grades and grading of grain in all parts of the country. Some have insisted that it is impractical, but the uniform grading of corn is now an established fact.

I have felt that the dept. has made some mistakes, but the officials have recognized the arguments and facts of men in the trade and changed the regulations. We must be patient and help to point out the needs of the trade and how errors can be corrected. We will have grades for the other grains soon.

The B/L law contains a joker in Sec. 21 which must be corrected. We must have a law to provide what shall constitute adequate weighing facilities. We have no state or federal laws providing for weighing facilities. We have no recognized instrument for establishing adequate weighing facilities. We have licensed no one to supply us with what shall be accepted as proper and reliable weighing facilities.

Until recently most of the railroads have been content to accept the weights of automatic scales, now they are disposed to classify them and many other scales as inadequate weighing facilities and to refuse to accept such weights. Senator Pomerene has introduced a bill giving legal recognition to dependable weighing facilities. He has assured us he will father the bill and work for its enactment.

In the meantime we must give recognition to the thousands of scales already installed and in use. I have drafted a couple of amendments to Section 21 of the B/L law and I hope to secure their

early introduction into Congress. It will take considerable careful thought and argument to settle what constitutes adequate weighing facilities.

We have some people who think grain elevators are unnecessary and that our grain can be marketed by parcel post, milled by parcel post and supplied to the breakfast table by parcel post. Let us have a conference of a large number of investigators, who have collected data on what is needed for the economical marketing of grain. Why have grain elevator men failed? Let us learn the facts and stop the waste. I have in mind a town where seven grain dealers failed, because it has too many elevators and too severe competition.

I believe that if each of you would collect data on the cost of handling grain thru an elevator you would be startled by the difference of opinion.

J. Ralph Pickell: My friend, Mr. Reynolds, has made so many revolutionary statements regarding what we should expect the Government to do, I am startled. A year ago he stood here and said that what the grain dealers wanted was to be let alone by the Government. Now he presents the absurd socialistic doctrine that the Government should tell you where you can build elevators and how you can operate your business.

What we want is the privilege of running our own business in our own way. It is true the community must pay the cost of wasteful competition. All of us must bear the burden of our own mistakes thruout life. For one, I believe we should be let alone to run our own business. We have not had uniform grades and will not have for years to come. It may interest you to know that no two gold coins weigh the same, altho they are made by the Government.

Mr. Reynolds in replying refused to change his position or to retract his statement. The Government is investigating business methods with a view to working economies in the marketing of farm products.

C. B. Jenkins: I wish to support the position of Mr. Reynolds and to assure you that if the Government wants any information to be obtained in our office it is welcome to it. I wish to give you an experience of mine which seems to prove that we need uniform grades and grading even tho Government regulation and supervision be needed to attain it. We bot 10 cars of wheat from a Chicago firm. Seven cars came along and were accepted as No. 2. The other three loads were not of the grade bot. We billed back to Chicago and it graded No. 4 musty. Another car was shipped here and graded no grade. The last car is on its way here; we could not use it. An inspection dept. which will grade musty wheat No. 2 is not fit to serve the trade. We cannot expect such methods to continue without complaints and investigation. Persistence in such rottenness must win governmental interference. If we cannot correct the bad practices of our business, we should welcome the government's assistance in eliminating them.

H. H. Deam told of a yoder where two cooperative elevators had been wasting their resources thru a long drawn out over-bidding fight.

K. B. Seeds of the Buro of Markets called upon Mr. C. Morrill of the Dept. to explain the Daily Record of Inspections referred to by Mr. Beer, of Baltimore. It is the record of the date, place, of making the inspection. Under the rules of some exchanges the interested parties

have until a certain hour the following day to appeal, so the hour of grading is an element of importance. We have been visiting the different supervising offices for the purpose of learning of the progress of the work.

Sec'y Quinn asked what constitutes non-business day?

Mr. Morrill: The legal holidays of the state where the trade is made would be non-business days. We are anxious to have the members of the trade ask questions regarding the Grain Standards Act and its application to your business. The law requires that shippers of grain in interstate commerce from non-inspection points to non-inspection points to report the essential facts regarding each shipment to the Buro of Markets within seven days.

Shippers of grain in interstate commerce from a non-inspection point to a non-inspection point may certify to the grade of the grain. The man is not penalized for missing the grade. The shipper may certify to the grade of the grain, but his employee cannot, except that the shipper authorize him to do the work for him and in his name. The grading of the shipper at a non-inspection point may control if that is in accordance with his contract.

C. B. Riley: The Government's regulation that grain shipped in interstate commerce from one non-inspection point to another non-inspection point shall be reported to the Buro of Markets within seven days is proving embarrassing to many country shippers whose timidity causes them to hesitate to continue business along well established channels. The result is this direct dealing between interior points is discontinued to the disadvantage of all concerned. It is to be hoped the Dept. will see fit to change its requirement of reports of shipments except in cases of disputes. Then the reports will be needed.

E. C. Eikenberry, President of the Grain Dealers National Ass'n, presented an intensely interesting address on Changes Confronting the Grain Trade, which is presented elsewhere in this number.

Adjourned to 2 p. m.

Wednesday Afternoon Session.

President Hazelrigg called the afternoon session to order at 2:10 and asked C. B. Jenkins to deliver his long delayed address.

Mr. Jenkins refused to deliver his prepared address until he had a large audience to talk to, but said he was glad to give way to the interesting talks of the morning.

The talk of the man from Muncie was worth coming miles to hear. I tell you we grain dealers must get closer to the grain producer and help to arouse a better community spirit and understanding. I propose that Hamilton county shall have a county agent, who will do good things. I presume we will meet with opposition from backbiters, but we will do our best to encourage better agricultural methods.

The Government officials to satisfy the persistent cry of "Trust! Combination!" sent out inspectors to learn what the grain dealers and millers were doing. They found that intense competition was responsible for very narrow margins.

Pres. Hazelrigg called for reports from the different markets.

J. E. Collins Jr., Cincinnati: You know that Indianapolis has a rule making its destination weights final. We are wondering what the shippers would think of

Cincinnati adopting a rule making all weights Cincinnati weights. I would be glad to have your suggestions.

E. K. Sheppard: Our market has a rule which provides that Indianapolis terms shall mean Indianapolis inspection and weights of approved destination markets. We removed our approval from one market whose weights proved unsatisfactory.

E. Hutchinson: I recently shipped a car of shelled corn to Cincinnati and the weight certificate showed a shrinkage of 1%. It developed that it was hauled from the car out in the suburbs to a wagon scale. I think such facilities are not to be compared with mine, and I do not think I should bear the loss. Nothing on the certificate showed how car was weighed. I think this is a poor practice.

J. E. Collins: That wagon scale Mr. Hutchinson refers to is the only wagon scale used by the Chamber of Commerce in weighing grain. It is Weighmaster Archbold's duty to make sure that the scales are in prime working condition.

The report of Treasurer B. A. Boyd was read and J. H. Morrow of the Auditing Com'te reported the financial report was correct.

Elmer Hutchinson of the Resolution Com'te reported the following resolutions which were adopted without opposition or discussion:

Resolutions.

COMMEND GOVERNOR'S PROPOSED REFORMS.

WHEREAS: Governor James P. Goodrich has delivered his first message to the General Assembly, which contains many declarations and recommendations involving true business principles, and indicating a determination to cause the administration of the affairs of the State to be conducted on an economical and efficient basis without political fear or favor, and Whereas, it is belief by him that many reforms and true economies may be inaugurated and carried out without impairing the efficiency of the public service. Therefore be it

Resolved, That this Ass'n of business men, without reference to personal political affiliation, here and now commend Governor Goodrich's declarations in favor of economy and efficiency, and we proffer to be of service to him in all his efforts to give the State the business-like administration promised believing the public is entitled to have its business affairs so conducted as to reflect the integrity, intelligence, and business principles characteristic of well organized private business institutions.

STATE INSURANCE DEPT. NEEDED.

RESOLVED, That the supervision of the insurance business in the state of Indiana is of such volume and importance that we believe the good of the insuring public and insurance companies would be best served by an insurance department devoted to insurance. This seems evident from the fact that all but three of four states in the United States have such separate insurance departments.

EQUITABLE INSURANCE RATES.

RESOLVED, That the Indiana Grain Dealers Assn condemns the practice of any fire insurance company insuring one property owner for less than it charges all property owners having identically the same kind of property. We believe that every insurance company should have its own rate schedule and maintain equity between its policyholders by a strict application of such schedule; and that the insurance department of the state should have the power of regulating the rates under such schedules in order that the adjustment of the insurance cost may be made equitable between all property owners.

MUTUAL INSURANCE COMPANIES EXEMPT FROM TAXATION.

RESOLVED, That we believe that in any form of taxation that may be imposed on insurance companies of other states or countries admitted to Indiana to make a profit out of our citizens the mutual fire companies of Indiana operating for the

mutual protection of their members and not for profit should be exempt.

CROP STATISTICS.

RESOLVED, That this Ass'n thoroly appreciates the importance to the producers, consumers and the handlers of farm products of a live effective and comprehensive system of gathering, compiling and distributing agricultural statistics and that we favor such legislation by the present general assembly as will accomplish the purpose either in connection with the Federal Government or otherwise.

UNIFORM TRADE RULES.

WHEREAS: The Rules of the various market exchanges of the country differ in many of the details of conducting the business of handling grain, and

WHEREAS: The members of this Ass'n and the other State Ass'ns have always stood for uniformity in the conduct of the business of handling grain, Therefore be it

RESOLVED: That this Ass'n is in favor of the joint movement of the Grain Dealers National Ass'n and Council of Grain Exchanges to bring about the unification of the Trade Rules of the various exchanges

SCALE INSPECTION AND SUPERVISION.

RESOLVED, That we appreciate the importance of a proper system of scale supervision and inspection by the State, through the Department of Commissioner of Weights and Measures, and we favor such legislation as will accomplish that purpose, including an ample appropriation of funds to carry same into effect.

COUNTY AGENTS FOR EVERY COUNTY.

RESOLVED, That we favor the maintenance of county agents in each and every county in the State, and to the end that the same may be accomplished we favor such legislation as will provide for the necessary machinery and funds by the counties to carry into effect this recommendation.

ADEQUATE WEIGHING FACILITIES.

RESOLVED, That we realize the importance of the provisions of the Bill of Lading Law relating to weights and that the same may be rendered effective, we favor such legislation by Congress as will confer upon the Department of Standards of the Federal Government, the authority to promulgate specifications, rules and regulations necessary to define what shall constitute adequate weighing facilities within the meaning of the law.

THANKS.

RESOLVED, That the sincere thanks of this Ass'n be extended to the members of the Indianapolis Board of Trade and the Entertainment Committee, also to the various speakers for their many courtesies and genuine hospitality which has added so much to the pleasure and business of this meeting.

VACANCIES ON BOARD OF MANAGERS.

RESOLVED: That the Board of Managers is hereby authorized to fill vacancies that may occur and that they may increase the number when it may seem necessary or desirable, not to exceed two additional members, such new members to serve until the next Annual Election and until their successors are elected.

STATE HIGHWAYS.

RESOLVED, That this Association is heartily in sympathy with the enactment of a comprehensive law in regard to the State highways that will cooperate with the Federal Government to an extent that will best conserve the interests of the taxpayers of the State of Indiana and receive the benefits of the appropriation of the Federal Government.

H. H. Deam, Chairman of the Nominating Com'te recommended the reelection of John S. Hazelrigg of Cambridge City for President, Eddie Sheperd of Indianapolis for Vice-Pres., John H. Morrow of Wabash to succeed himself as director and Bennett Taylor of Lafayette to succeed Frank Kelley, who has retired. All were elected.

Fred E. Pond, Buffalo: I have been very busy studying the bible specified by the Agri. Dept. It seems that we must submit to Government regulation of our business, even tho it require too much technical matter for practical compliance.

As I was leaving Buffalo the supervisor handed me this monthly blank form for filling in the facts already reported daily. It will take two clerks at least two days

to prepare these monthly compilations of the daily reports. We think that doubles our work unnecessarily.

We must get together with the officials of the Bureau of Markets and try to perfect a practical working plan for the perfection of the supervision of the grading of grain.

Your State Commissioner of Weights convinced me by his report yesterday that errors in weights are just as possible at country points as in the terminal market.

On Sept. 24-26 the annual meeting of the Grain Dealers Nat'l Ass'n will be held in Buffalo. As soon as I return home I propose to get a key to everything and I will have duplicates made for each of you, so you can go and come when and as you wish. We want 1,500 dealers to come. All of you must come. I admit H. H. Beer that Buffalo must go some to beat Baltimore.

No exchange can fairly fix the discount on grain but by its members. The interests in our market are divided on the discount com'te proposition, but the idea seems to be gaining friends in our market.

The Circuit Court has recently decided that the rules of our Corn Exchange are all lawful and that all the complaints of the Wilkesbarre plaintiff who, sued us shud have been non-suited.

We are now in a position to publish our rules again and I hope the day is near at hand when they will be satisfactory to all of you, including Mr. Riley.

Adjourned *sine die*.

Convention Notes.

The first day 230 registered.

New York was represented by Jas. H. Bowne.

The best meeting the Ass'n has held in many years.

Cleveland had F. E. Watkins as representative.

Philadelphia sent James J. Rodgers of Richardson Bros.

Grain savers in the form of car liners were offered by Fred Kennedy.

Pocket tape measures were distributed by the Belt Elevator & Feed Co.

P. M. Gale's guests sampled often from a box of Indianapolis best cigars.

Mr. Sinex reported the final registration was 259, a gain of 25% over 1916.

M. J. Young of the Philip Smith Mfg. Co. gave out Charlie Chaplin souvenirs.

The Kerosene Carburetor Co., Inc., was represented by E. A. Stinson, J. G. A. Swan and J. W. Creek.

Toledo sent John W. Luscombe repty. Southworth & Co., and Wm. W. Cummings repty. J. F. Zahm & Co.

The Kerosene Carburetor Co. exhibited one of its carburetors and demonstrated to the dealers its value as a 60% fuel saver.

From Buffalo came F. J. Maurer, H. F. Keutsch of Pratt & Co., H. T. Burns, Earl E. McConnell and Secy. Fred E. Pond.

In attendance from Cincinnati was Ralph Brown, John E. Collins, Jr., and F. E. Fleming of Gowling & Fleming and J. H. Dorset.

Machinery and supply men present were C. E. Flora of the Reliance Construction Co.; Edw. P. Lacey of Bauer Bros.; L. J. McMillin; N. C. Webster of Richardson Scale Co.; A. S. Garman of Huntley Mfg. Co.; E. A. Stinson, vice pres. of the Kerosene Carburetor Co., Inc., and W. M. Hogle, repty. the Invinible Grain Cleaner Co.

Chicago was represented by R. F. Newman and J. Ralph Pickell of Rosenbaum Grain Co., and Geo. L. Stebbins of Sawers Grain Co.

Baltimore sent Thos. C. Craft, Jr., J. E. Elgert of J. A. Manger & Co., E. H. Beer of Chas. England & Co., and D. Yulee Huyett.

Identification badges were supplied by the Grain Dealers Fire Insurance Co., Mr. and Mrs. C. B. Sinex being in charge of the registry.

Other states were represented by C. R. Mitchell of Ashmore, Ill., the only Illinois shipper present; F. C. Eikenberry of Camden, O., and L. Urnston of the Urnston Grain Co., Buffalo, N. Y.

Bert Boyd gave away shoe shiners to negligent dealers who made him a visit without "shining 'em up." While getting a shine they were invited to "be boys" and sample Boyd's jar of jam. He also made them smoke up and wear carnations.

Additional Indiana dealers present included A. A. Anderson, Milton; Geo. L. Arnold, Bluffton; W. C. Babcock, Rensselaer; Wm. Frank Lafayette; Marvin S. Hufford, Frankfort; Clyde Loughey, Monticello; T. A. Morrisson, Kokomo; Mr. Reed, Elwood; A. E. Reynolds, of Crabbs, Reynolds, Taylor Co., Crawfordsville, and Ura Seeger, Marshfield.

Indiana Dealers present were: R. Alexander, Buck Creek; J. P. Allen, Sullivan; C. Anderson, Stockwell; C. A. Ashbaugh, Frankfort; R. W. Baker, Crawfordsville; R. W. Barr, Earl Park; J. C. Batchelor, Sharpville; R. Bell, Brookston; A. E. Betts, Frankfort; C. Betts, Forest; D. L. Brookie, Frankfort; N. Eusenbark, New Market; H. E. Campbell, Stockwell; A. B. & R. F. Cohee, Frankfort; H. H. Deam, Bluffton; E. E. Elliott, Muncie; A. H. Flanagan, Crawfordsville; W. D. Foresman, Lafayette; P. E. Goodrich, Winchester; J. N. Gordon, Summitville; W. A. Gray, Kirkpatrick; J. M. Hanna, Willow Branch; J. Howell, Cammack; E. Hutchinson, Arlington;

C. B. Jenkins, Noblesville; J. C. Kishner, Thornton; E. Lefforge, Kennard; O. Lefforge, Rossville; E. McBane, Fortville; J. R. McConaughy, Earl Park; D. W. McMillan, Fort Wayne; P. W. Milliken, Blountsville; J. S. Morrow, Wabash; W. G. Meyers, Linnsburg;

Wm. Nading, Shelbyville; E. C. Ogle, Moran; C. S. Patten, Morristown; C. C. Powell, Max; H. W. Reimann, Greensburg; J. A. Rice, Frankfort; G. W. Rohm, Rockville; S. E. Runk, Jamestown;

M. O. Scott, Scireleville; Wm. Seegar, Marshfield; C. Sharp, McGrawsville; E. N. Smith, Buckeye; E. K. Sowash, Middletown; F. Strange, Frankfort; B. Taylor, Lafayette; C. F. Wall, Lizton; T. B. Wilkinson, Knightstown; F. J. Wolfran, Brownsburg; H. J. Woody, Pittsboro; F. D. Wright, Anderson.

Alleged Forgery of Bs/L.

Frank M. Towner, who operates grain elevators at Morrice and Perry, Mich., is charged by E. J. Beebe, agent of the Grand Trunk Railroad at Morrice with having negotiated for value a B/L knowing that the consignment specified in the document had not been delivered to the railroad company.

Beebe's faith in Towner was such that he allowed Towner to seal his own cars, giving him 100 seals at a time. The B/L named in the complaint was purported to have been signed by Beebe, per one of his clerks, and \$1,300 was obtained upon the document by a draft on a Detroit firm thru the State Bank of Perry. It is said there is no Grand Trunk car of the number used, tho Towner did have a Big Four car with that number. The Grand Trunk also has started civil suit against Towner to recover \$7,000 alleged to have been lost by similar deals.

Towner gave bail and will be examined Jan. 20.

Grain Carriers

SEVENTY BOATS are expected to arrive soon at Baltimore to load grain for export.

PRES. SMITH of the New York Central wired the Commission on Car Service at Washington that his road had on its line thousands of cars for western and southern roads that were being delayed because those roads would not accept them.

THE UNION PACIFIC embargo on freight between competitive points was considered by the Kansas Utilities Commission recently, resulting in a ruling that grain products may be shipped between such points if the grain originated at a non-competitive point.

THE INCREASED RATES on corn from Chicago, Detroit, etc., to points in Canada, as well as the elimination of the elevation allowance, which were published to become effective Jan. 1, 1917, have been suspended by the Interstate Commerce Commission.

GRUNDY CENTER, IA., Jan. 6.—I have 2 elevators full and 40,000 bus. bot; very short of cars here; division supt. promises me a car every other day; have had but one car in 6 days; local switching crew makes no effort to set in empty merchandise cars.—E. E. Billings.

THE FARMERS ELEVATOR Co. of Vermilion, S. D., filed a complaint with the Interstate Commerce Commission against the Chicago, Milwaukee & St. Paul Dec. 30, asking that the road be required to cease its discrimination against the company in the distribution of cars at Vermilion and Burbank.

MILWAUKEE grain shippers are resisting the collection of demurrage charges on cars tied up during the embargo, as it was no fault of theirs that the cars were not moved. If the railroads take the claims into court the Chamber of Commerce will undertake the defense.

A CONFERENCE is to be held between the Texas Railroad Commission, Attorney-General Looney and the railroad companies to work out a plan whereby the discrimination found by the Interstate Commerce Commission to exist against Shreveport on account of lower rates existing between Texas points can be removed.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

FURTHER POSTPONEMENT of the hearing on the subject of minimum weights on grain and grain products was asked in a joint petition to the Interstate Commerce Commission which was made at a meeting of western railroads and representatives from all western grain exchanges held in Chicago, Dec. 28. The hearing was set for Jan. 20. It is now proposed to work out some scheme based on cubical measurement of different size cars.

FRANK H. FUNK of the Illinois Public Utilities Commission has sent an urgent message to the Interstate Commerce Commission calling attention to the desperate condition of elevators in Illinois, Indiana and Missouri. He asks that all available cars be rushed from the eastern terminals to the middle west to relieve the conditions. Mr. Funk sent his message following a conference held with E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n; H. I. Baldwin and James M. Allen at Decatur.

FORT WORTH, TEX.—Hearings were held Jan. 9 by the Texas Railroad Commission on the furnishing of cars larger than ordered and the proposed increased demurrage charges.

NEW RAILROAD construction in the United States during 1916 amounted to 1,098 miles, against 933 in the preceding year, and the high record of 6,026 in 1902. Except 1915 the new mileage is the smallest since 1864.

FAILURE by some of the largest railroad systems in the country to keep faith in the matter of relieving the car shortage is charged by the car service commission of the American Railway Ass'n. The New York Central heads the list as a violator, followed by Boston & Albany, Maine Central, Lehigh Valley, Philadelphia & Reading, Michigan Central, Wabash and the Toledo & Ohio Central. Several other roads, it was said, appeared to have been derelict in complying with requests for box cars for redistribution, but the information regarding them was not complete.

THE RAILROADS are distributing privately the new rules they proposed on diversion and reassignment of cars. The shippers will have seven days after official notification by the Interstate Commerce Commission to file arguments against the changes. The new terms of the railroads propose a charge of \$2 a car for any reassignment. No charge will be assessed for changing the name of a consignee and point within the district if it is made before the arrival of the car. The charge for the first twenty-four hours after arrival is placed at \$2, and at \$5 for any time thereafter.

A HEARING was recently held at Des Moines before the Iowa state railroad commission on the demurrage rulings relating to intrastate shipments. F. M. Meyers of Fort Dodge, sec'y Farmers Grain Dealers Ass'n, was the head of the com'te. The other members were S. J. Cottingham of Stanhope; S. Kemmer of Ames, and B. E. Morton of Rockwell City. The representatives of the farmers contended that the increased demurrage tended to reduce the price paid the producer for his grain. The proposal to eliminate the "average" plan would work a hardship on the smaller elevators, it was stated. Under the old ruling many elevators would ship grain before the time limit and then be credited with the additional time to unload perhaps some cars of coal which came at a busy period. It is considered possible that a compromise may be effected by the Iowa commission which reduce the total amount of time to be gained from seven days to five days.

THE NORTHERN PACIFIC has ordered 1,000 box cars. The Norfolk & Western has ordered 1,000 ventilator box cars. The Union Pacific has ordered 400 box cars.

MINNEAPOLIS grain men, directors of the traffic division of the Minneapolis Civic and Commerce Ass'n, were heard Dec. 21 by the state railroad and warehouse commission in opposition to the application of Minnesota railroads for permission to increase demurrage charges on all intrastate traffic. It was held that the railroads were responsible for the bulk of delays that primarily are charged with congesting the Minneapolis terminals and contributing in a great measure to the car shortage and the mill and elevator embargo. Agents representing the railroads endeavored to shift the responsibility on the elevator companies for not unloading the cars fast enough.

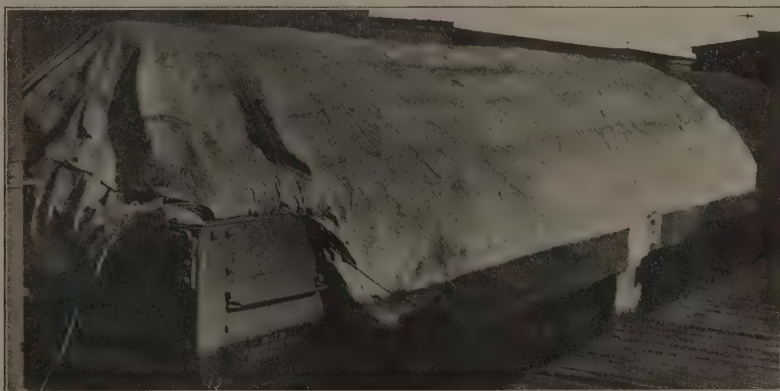
IT IS POSSIBLE that if the railroads fail to co-operate among themselves in doing the proper thing to improve the conditions of car distribution the Interstate Commerce Commission will find a way to prevent a recurrence at least of some features of the present situation. It has already taken a hand in the situation by issuing an order to the roads to show cause at a hearing why orders carrying out the requests of the Commission on Car Service should not be enforced. The car service rules as formulated and administered by the roads themselves have been practically ignored in periods of shortage. If they were required to be filed with the Interstate Commerce Commission and published as tariffs some roads would object, but the rules would probably be enforced.—Railway Age-Gazette.

Wheat on 75 Flat Cars.

One of the 75 or more flat cars loaded in western Washington with wheat in sacks arrived at Chicago this week and had its contents transferred into a box car for the remainder of the trip to Baltimore.

This is P. & L. E. 46070, shown in the engraving as it stood on track in the Proviso yards Jan. 8 awaiting disposition orders. Two tarpaulins, one labeled G. N. Ry., protected the grain from the elements. The grain was contained in 881 sacks and weighed 88,000 lbs., owned by Balfour, Guthrie & Co. The transfer into a box car was effected at the elevator of the Hales & Edwards Co., Chicago.

This car was handled expeditiously by the Chicago & Northwestern Ry. Co., having come thru from Minnesota Transfer, Minn., since Jan. 2.



Flat Car Loaded with Sacked Wheat en Route from Coast to Coast.

Seeds

SAN ANTONIO, TEX.—Cane seed scarce and high.—Southern Grain & Seed Co.

MEMPHIS, TENN.—J. T. Walker of Russell & Walker, seed dealers, died recently.

THE BLOCKADE RESTRICTION promulgated Oct. 6, preventing the importation of grass seeds into Norway, has been cancelled.

PLANT CITY, FLA.—The Kilgore Seed Co. is planning to erect a two-story brick warehouse and office building, 50 ft. by 103 ft.

H. W. JOHNSON, formerly of Johnson & Stokes, seedsmen of Philadelphia, Pa., died recently at Haddonfield, N. J., aged 66 years.

AUSTIN, TEX.—It is said some of the leading seed dealers contemplate having a bill introduced in the legislature for a state seed law.

JEFFERSON, IA.—The Jefferson-Ratekin Seed Co. has been incorporated with a capital stock of \$30,000 by J. W. Ratekin and others.

MUSCATINE, IA.—Joseph Erskine Hoopes, head of the well-known seed firm of J. E. Hoopes & Co., died at his home, Dec. 15.

JENERA, O., Jan. 6.—Seed movement slow; retail trade beginning to start especially in little red clover.—Risser & Good, per A. H. Good.

THE HOUSE OF REPRESENTATIVES voted Jan. 5 to retain the provision appropriating \$243,720 for the congressional graft known as the free seed distribution.

LYNCHBURG, VA.—The Lynchburg Seed Co. began the new year in its new building, having 12,000 ft. of floor space. M. B. Patterson and N. M. Worley compose the company.

MINNEAPOLIS, MINN.—The carpenter shop of the Albert Dickinson Co. was damaged recently by fire. Loss, \$2,000. The fire was confined to electrical apparatus in the shop.

HELENA, MONT.—H. R. Gould, who for the past six years has had charge of the seed department of the Clinton Falls Nursery & Seed Co., Owatonna, Minn., resigned his position and now has charge of the wholesale department of the State Nursery & Seed Co.

IMPORTS of red clover are hard to separate. Other day our report said 1,305 bags were imported from Copenhagen. New York party investigated and found it was orchard grass, not red clover. Red clover in the first reports include crimson and other varieties. Government tries to separate the red later. During November the imports of clover were 3,840 bags but only 1,270 were red.—C. A. King & Co.

THE SEED BRANCH of the Dominion Department of Agriculture has sent out a warning regarding seed oats. Even the best samples seen in eastern Canada should, the Branch says, be graded up to thirty per cent of the whole to make them suitable for seed. The Branch advises purchase of western seed oats graded at Government interior terminal elevators. "No. 1 Canada Western seed oats must," the Branch says, "be 95 per cent white oats, sound, clean, free from other grain and from noxious weed seeds within the meaning of the seed control act, and shall weigh not less than 34 lbs. to the bushel."

MILES CITY, MONT.—A new seed cleaning outfit has been installed by Snell Bros. for the purpose of handling alfalfa seed which is being produced in considerable quantities in this section.

NEW YORK CITY.—A petition in bankruptcy has been filed against the Harry A. Brunyard Co., Inc., seed merchants, 40 W. Twenty-eighth street, by a number of creditors. The company was incorporated in 1915 with a capital stock of \$25,000.

KAFIR CORN receipts at Kansas City during December were 199,100 bus., compared with 1,116,500 bus. in December, 1915. Shipments for the month were 97,000 bus., compared with 319,000 bus. in 1915.—E. D. Bigelow, Sec'y, Board of Trade.

TOPEKA, KAN.—The yields of Kansas crops and products in 1916 was as follows: Emmer ("Speltz"), 32,235 bus.; buckwheat, 1,741 bus.; flax, 133,182 bus.; broom corn, 9,591,530 lbs.; millet, 143,029 tons; kafir, 5,095,052 bus.; milo, 1,188,482 bus.; feterita, 650,968 bus.—Kansas State Board of Agriculture.

SPRINGFIELD, ORE.—The Springfield Seed Co. has recently installed a complete seed cleaning equipment for the purpose of handling and cleaning the clover seed that is being grown in this vicinity. The past season was the first one that clover seed has been raised to any extent in this district and the farmers have found it to be such a profitable crop that they consider a larger acreage will be devoted to seed production during 1917.

From the Seed Trade.

TOLEDO, O.—Clover seed prices have worked in narrow limits. Quite usual for this time of year. January price changes usually moderate. Markets anticipate. January prices often discount spring demand. High point for January, February and March made in January three of last five years. Twice in February. Low made four years in March, one year in January, practically duplicated in March. High for the three months last year was \$12.60 in February. Low was \$10.60 in March. Holders expect to be rewarded for patience when the demand develops. They say interior points have little seed. Our reports indicate this. Toledo stocks are large. Big receipts of the spring usually come in March. Last year the largest receipts were in February. Shipments begin to increase in January. March is usually month of largest shipments. Last year the big month was April. Clover has persisted for some time around \$10.50 @11 levels. This is not cheap seed. Demand may hold off in hope of lower prices. Situation is a merchandising one.—Southworth & Co.

TOLEDO, O.—Trade in clover seed has been fairly large with quite active markets, which is remarkable for this time of year. Trade generally takes a rest between Christmas and New Year's. Bulls feel that with the coming of the New Year it will bring new business; say that the weak holders have been pretty well weeded out, and that market will be in a receptive mood on the first appearance of any cash business of consequence; figure prices will have to go much higher to attract any of the far western seed; think outside of Michigan the estimates of the last crop are too high; say present prices are not high when compared to the average of past few years. Bears are not numerous. Most of the sales to date have been against cash holdings. Cinched their profits, as it were, and not worrying about the future. Lower prices can and may

come. Sudden termination of the war will probably cause everybody to sell out everything. Price might not rally easily after such a rap. On the other hand, many in the trade think Europe will demand enormous quantities of seed when the war is finished and there will be plenty of boats to get it there.—J. F. Zahm & Co.

Clover Seed Movement in December.

Receipts and shipments of clover seed at the various markets during December, 1916, compared with December, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago (lbs.)	1,416,000	1,205,000	962,000	879,000
Milwaukee (lbs.)	391,480	1,004,599	92,723	602,695
Toledo (bags)	6,931	4,284	4,749	1,278
Cincinnati (sacks)	3,030	859	859	764
New York (sacks)	2,389	4,229	491	5,963

Timothy Seed Movement in December.

Receipts and shipments of timothy seed at the various markets during December, 1916, compared with December, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago (lbs.)	3,051,000	2,416,000	3,128,000	2,485,000
Milwaukee (lbs.)	1,593,717	483,527	462,157	221,137
Toledo (bags)	7,964	3,570	675	789
Cincinnati (bags)	3,108	1,395	1,395	675
New York (bags)	.....	.....	.....	1,569

Flaxseed Movement in December.

Receipts and shipments of flaxseed at the various markets during December, 1916, compared with December, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Duluth	1,543,863	1,671,398	2,696,508	830,362
Minneapolis	1,044,740	1,113,210	117,960	189,410
Winnipeg	984,500	550,850	.....	.....
Chicago	265,000	448,000	1,000	14,000
New York	284,800	1,026,000	.....	.....
Milwaukee	23,400	89,540	.....	.....
Kan. City	1,000	2,000	.....	4,000

OCEAN SHIPPING will be subjected to the greatest possible restriction under the direction of Lloyd George. His declaration before Parliament after his elevation to the premiership that the ships would be "nationalized" is interpreted by British shipping authorities in New York to mean that the present practice of "designating" cargo will be extended so that nothing whatever can be shipped in a British vessel except the necessities for the maintenance of army and civil life. Until recently vessel owners have had about one-third of their cargo space free to offer in the open market to private shippers.

THE MAIN FACTS are plain. The harvests of the United States and Canada are failures and the Argentine promises badly. Russia is unavailable, and our own harvest is poor, while only three-eighths of the normal winter sowing has taken place owing to bad weather. Under these circumstances the late government decided to appoint a food controller. We appeal to the nation to assist the government in distributing our resources so that no man shall suffer hunger because somebody else has too much. That means sacrifice. But the men on the Somme are enduring far greater sacrifices.—Lloyd George.

The Embargoes.

C., M. & St. P. on Dec. 27 raised its embargo against the movement of grain to Chicago.

Chicago, Milwaukee & St. Paul has lifted the embargo issued Dec. 19 and shipments of grain are now being accepted.

Grand Trunk Railway has lifted the embargo on flour, wheat and other grain coming into Canada from the United States.

Western Maryland, effective Dec. 30, removed the embargo placed Dec. 26 on freight for points on or via the P. & R. Ry.

Union Pacific lines have lifted the embargo on Dec. 26, which tied up more than 500 cars in the Omaha and Council Bluffs yards.

Canadian Pacific, effective Dec. 30, on all freight originating at points in the United States and consigned to or intended for delivery at points in the United States.

Baltimore & Ohio, effective Jan. 3, against all shipments of freight from the Erie R. R. at Youngstown, Kent, Sterling, Niles and Warren, Ohio, except live stock, perishable, foodstuffs for human and animal consumption and United States Government freight.

Pittsburgh & Lake Erie, effective at midnight Jan. 1, on shipments of freight of any description destined to points west on or via the Erie R. R., except live stock, perishable freight, less than carload merchandise, food for human, animal and poultry consumption for U. S. Government materials.

Philadelphia & Reading, effective Jan. 2, modified the embargo as extended Nov. 7, on carload freight for export via the port of Philadelphia, to permit acceptance of shipments for the following steamship lines: Furness Leith, Furness Glasgow, Scandianavian, American, Atlantic Transport, Holland American, American, Philadelphia and South American.

Wabash, effective at midnight Dec. 30, extended the embargo placed Dec. 26 on all eastbound freight for Trunk line or New England territory, to prohibit acceptance at Chicago, or from connecting lines at Chicago and Chicago Junctions, also from connections at any junction point on and east of the Mississippi River, freight from trunk line or New England territory, except merchandise, live stock, perishable, live stock feed, provisions and fuel oil.

N. Y., N. H. & H. and Central New England, effective Jan. 2, all carload freight for points on or via these companies coming from connecting carriers (including coastwise steamship lines), when originating at points outside of the New England States and the Dominion of Canada, whether consigned direct, reconsigned or reshipped via any junction point with connecting carriers or via piers 31 to 70 East River, N. Y., Brooklyn Terminals, Harlem River, or via lighter service. Feed for live stock will be accepted when for these destinations.

New York Central, effective Jan. 2, modified the embargo placed Dec. 21 on all freight from connections at Buffalo, N. Y., or east thereof, or at Clearfield, Pa., or east thereof, other than the New York Central System Roads, destined to points west of Buffalo, N. Y., or Clearfield, Pa., on or via the New York Central R. R., to the extent that restrictions contained in this embargo will not apply to freight originating at points on the following roads: New York, Ontario & Western Ry.; Adirondack & St. Lawrence R. R.; Glenfield & Western R. R.; Lowville & Beaver River R. R.; Norwood & St. Lawrence R. R.; Carthage & Copenhagen R. R.; Skaneateles R. R.; Leetonla R. R.; Newton Falls & Northern R. R.; Ulster & Delaware R. R.; Marcellus & Otisco Lake Ry.; Fonda, Johnstown & Gloversville R. R.

New York Central, effective Jan. 4, modified the embargo placed Nov. 23 on all freight from all connections at junctions of the line west of Buffalo, N. Y., and Clearfield, Pa., other than the New York Central System Roads, to permit acceptance of freight from all connections for sta-

tions on the New York Central System Roads outside of the New York City district, when not covered by other existing embargoes, and when in each instance specifically authorized by G. H. Ingalls, Freight Traffic Manager, New York Central lines, Chicago, Ill. Embargo is further modified to permit acceptance of freight from all connections for New York City, Brooklyn, Inwood, Spuyten, Duyvill and Port Morris, N. Y., and Weehawken, Hoboken and Jersey City, N. J., and for export via the port of New York, when not covered by other existing embargoes, and when in each instance specifically authorized by J. McAuliffe, Jr., Foreign Freight Agent, New York Central R. R., New York, N. Y. Card and revenue way-bills covering all authorized shipments must bear notation "Authorized by Freight Traffic Manager, New York Central Lines, Authority No. _____," or "Authorized by Foreign Freight Agent, New York Central R. R., Authority No. _____," as the case may be. For the purpose of this embargo, the following named lines constitute the New York Central System Roads: New York Central R. R.; Michigan Central R. R.; Lake Erie & Western R. R.; Toledo & Ohio Central R. R.; Boston & Albany R. R.; Peoria & Eastern R. R.; Indiana Harbor Belt R. R.; Cincinnati Northern R. R.; Ottawa & New York Ry.; Pittsburgh & Lake Erie Ry.; Kanawha & Michigan Ry.; Cleveland, Cincinnati, Chicago & St. Louis R. R.

AUSTRALIAN wheat shipments from Aug. 1 to Dec. 8 were 1,854,500 quarters, against 330,000 quarters in 1914. In 1915 there were no shipments.

UNCERTAINTY as to the grades of flour that can be shipped to Great Britain under the new regulation requiring a greater extraction from the wheat promises to restrict exports. To confer with the Royal Commission in London and ascertain under what conditions Canadian mills can ship to the United Kingdom, W. W. Hutchison of the Lake of the Woods Milling Co., and Thos. Williamson of the St. Lawrence Flour Mills Co., sailed from New York Dec. 15.

THE SYSTEM OF LETTERS OF ASSURANCE adopted to guarantee the passage of sea-borne goods past the British blockade to Holland and Denmark under surety that they would not reach Germany, has been extended to Norway, according to an announcement of the British Embassy. Exporters to Norway by consigning their goods to selected firms may secure letters of assurance from the embassy at Washington. Among the firms are the Norwegian National Ass'n of Grain and Flour Importers and Norwegian Millers Ass'n, for grain, flour, meal, beans, peas, fruit, lentils and maize.—P.

A Rosario, Argentina, landowner who has made extensive experiments with corn, according to Consul William Dawson, Jr., in Commerce Reports, is strongly against the sowing of bitter corn (maiz amargo), which is indorsed in some quarters as locust-proof. While the locust, unless hard pressed, will not eat the leaves if it finds the plant in flower or grain, it will eat bitter as well as any other corn. The growth of bitter corn is very slow and requires from 9 to 10 months, and even more. With its enormous leaves it exhausts the soil, and after the harvest the hard, green stalks make it very difficult to clear the ground, especially in Argentina, where farm labor is costly. Its yield is also very small, from 25 to 50 per cent of that which any other common variety will give under similar conditions. He considers it useful only where land is plentiful and the distance between farms is too great to permit an organized campaign against locusts.

Milling and Baking Qualities of Humpback Wheat.

Humpback wheat, which is being grown to an increasing extent in Minnesota and to a limited extent in the Dakotas, has found favor with producers because of the large yields claimed for it, but it is generally discriminated against by the grain trade because of its alleged inferior milling qualities. To determine the milling and baking qualities of this wheat the Bureau of Plant Industry at the Fargo grain standardization laboratory conducted tests with one sample each from the 1908 and 1909 crops and nine sample from the 1910 crop. These were compared with 8 samples of Bluestem wheat and 17 samples of Velvet Chaff wheat from the 1910 crop.

From the standpoint of flour yield, as obtained upon the experimental mill of the North Dakota Agricultural Experiment Station, the Humpback wheat, like other large-berried varieties, gave a high yield of flour, in this respect probably excelling the smaller berried varieties. The volume of the loaf, which is the approximate expression of the "baking strength" of the flour, with all the flours made from the Humpback wheat falls well below the average for the spring wheats. There was not much difference in absorption, though most of the Humpback samples fall below the average in this respect. In color of crumb, a factor of considerable importance to the baking trade, the bread made from the Humpback wheat flour was not up to the standard. In the matter of crude protein in the wheat and the flour, the analyses seemed to show a point of resemblance between the Humpback and the durum wheat, as the Humpback averages high in crude protein and yet is low in "baking strength."

TOLEDO No. 2 red and May have gone to quite a premium over Chicago May, due to a sharp falling off in the receipts and an excellent demand for both. Stock will show another good decrease this week, and there is considerable on file for shipment, so within a few weeks there will be very little on the market, unless, of course, there are larger receipts. We have been shipping No. 2 red to mills in Ohio, Michigan, Pennsylvania, West Virginia and even Indiana.—J. F. Zahm & Co.

THE CHAMBER OF DEPUTIES has passed a bill intended to promote the cultivation of wheat. The bill, as passed, will now be presented to the Senate. It provides for the payment of a bonus of 3 francs per quintal for wheat harvested in France, beginning with the harvest of 1917 (about 16 cents per bushel at the normal rate of exchange, 19.3 cents per franc); also of a bonus of 20 francs for every hectare devoted to wheat raising beyond the area devoted to this crop during the preceding year; and, furthermore, that the above payment shall take effect with the crop of 1917 and shall continue until the abolition of the Government fixing of prices for wheat. The law of July 29, 1916, fixed the maximum price of wheat at 33 francs per quintal, said price to prevail thruout the duration of hostilities and during the year following demobilization. At the normal rate of exchange the bonus based on wheat area equals about \$1.56 per acre; and the maximum price of 33 francs per quintal is equivalent to about \$1.74 per bushel of 60 pounds.—Commercial Attaché C. W. A. Veditz, Paris.

Grain Trade News

ARKANSAS

Little Rock, Ark.—A 2nd story is being added to the building occupied by the Cochran Co., wholesale grain and hay dealers, at a cost of about \$5,000.

Hot Springs, Ark.—Logan & Bryan, of Chicago, Ill., are opening their branch office in the Arlington Hotel on Jan. 10, with George Whitman in charge. A private wire will connect this office with Chicago and New York.

Pine Bluff, Ark.—Howell L. Westbrook of the Westbrook Grain & Commission Co. has been awarded a dismissal of the suit brot by R. B. Rice of the City Feed Co. to recover an alleged excessive salary as manager, the Supreme Court of Arkansas holding that his original salary as agreed upon was binding, and that he could not pay himself an increase.

CALIFORNIA

Oakland, Cal.—The Albers Mfg. Co. will have the construction work on tanks for storing grain completed by Mar. 1, at which time 10,000 tons of wheat is contracted for delivery.

CANADA

Cardston, Alta.—Fire on Dec. 29 destroyed the old Pioneer Elevator, containing 500 bus. of wheat.

Ottawa, Ont.—The dept. of justice has ruled that custodians of grain supplies are not to be classed as owners.

Ft. William, Ont.—The Mutual Elevator Co. has installed an overhead portable 5-bu. Richardson Automatic Grain Sacking Scale.

Raymond, Alta.—A 35,000-bu. elevator will be erected by S. B. Dudley, of Calgary. Another grain company has also secured a permit to build an elevator, here.

Saskatoon, Sask.—Robert Morrison, supt. of the elevators of the Quaker Oats Co., was accidentally killed when he stepped from a platform to the frozen ground. His skull was fractured.

Ft. William, Ont.—Plans are out for an elevator, for the Stoddart Syndicate, with a capacity of over a million bus. The erection of several small elevators, and some additions are contemplated.

Sudbury, Ont.—The Quaker Oats Co., of Chicago, Ill., has leased the 250,000-bu. elevator and 1,200-bbl. mill of the Sudbury Flour Mills Co., Ltd., for one year. This plant will take the place of the company's plant at Peterboro, which burned last month.

Medicine Hat, Alta.—The Lake of the Woods Mfg. Co. is operating the 125,000-bu. fireproof elevator, warehouse, and 1,000-bu. flour mill, which it built to replace its plant, which burned last summer. The Fegles-Bellows Engineering Co., Ltd., had the contract.

Transcona, Man.—The 1,000,000-bu. elevator of the Canadian Government Railways, contract for which was let last October to the Fegles-Bellows Engineering Co., Ltd., will be built this year. This is a complete plant for the receiving, cleaning, storage, drying and shipping of grain, fireproof throughout.

St. John, N. B.—The contract for the elevator, to be erected for the Canadian Government Railways, has been let to the Fegles-Bellows Engineering & Contracting Co. This elevator will replace the Intercolonial Elevator, which burned in 1914. The John S. Metcalf Co. is the designing and supervising engineer.

Ft. William, Ont.—The Mutual Elevator, which was built during 1916, is in operation. It has a capacity of 500,000 bus. and is a complete grain plant. The storage is reinforced concrete and the working house wood construction. The latter was deemed advisable on account of the short date of delivery. The complete plant was built in 5½ months by the Fegles-Bellows Engineering Co., which had the contract. The erection of a 1,000,000-bu. annex is being considered.

Port Arthur, Ont.—The board of grain commissioners has issued an order prohibiting the mixing of grain after Feb. 1. This will result in the suspension of a number of hospital elevators, at the head of the lakes from that date until after arrangements can be made. This is believed to be the direct result of representations from Winnipeg that hospital elevators, here were using their privileges improperly. Owners of hospital elevators, who are affected, have sent a large number of telegrams to other elevator owners and to parliamentarians urging the immediate establishment of a sample market under which these hospital elevators could resume operations.

WINNIPEG LETTER.

Lieut. C. T. Bowings, who was formerly office mgr. of the State Elevator Co., was killed in action Dec. 29.

The government has offered a reward of \$1,000 for information leading to the arrest of Frank S. Burgess, former mgr. of the Canadian Government Elevators, at this place, who forged checks amounting to \$120,000.

Dr. R. A. Magill, sec'y of the Grain Exchange, has been presented with a gold watch and platinum chain by the members of the Dominion Grain Commission, of which he was chairman, and citizens of Ft. William, Ont.

Contracts for the new 3-story addition to the south end of the Grain Exchange will be let at once and work will commence early in the spring. The casings, to be placed 40 ft. under the old portion of the building to support the new addition, will cost approximately \$40,000.

The following were admitted to membership in the Grain Exchange during the month of December: F. W. Riddell, general mgr. Saskatchewan Co-operative Elevator Co., Ltd., Regina, Sask.; Dr. R. Magill, new sec'y Winnipeg Grain Exchange; C. A. Dunning, recently general mgr. of the Saskatchewan Co-operative Elevator Co., Ltd., transferred his membership to Mr. Riddell.—H. Tooley, ass't sec'y.

COLORADO

Roggen, Colo.—The Farmers Elevator Co. has been organized, with a capital stock of \$10,000, to build an elevator.

Kellin, Colo.—The Kellin Mill & Elevator Co. has been reorganized. Lee J. Kellin has retired and I am now mgr.—John B. Ottawa.

Grover, Colo.—Contract for a 25,000-bu. steel and concrete elevator, has been let by the Crescent Mill & Elevator Co. of Denver. It will be located on the C. B. & Q.

Fleming, Colo.—The elevator of the Farmers Elevator Co. was totally destroyed by fire Jan. 8. It contained 18,000 bus. of wheat which was well covered by insurance.

Willard, Colo.—The Longmont Farmers Mfg. & Elevator Co. has bot a 1,000-bu. Richardson Automatic Elevator Scale, with type registering beam, thru G. H. Birchard.

Peyton, Colo.—We intend to build an elevator in the spring. J. W. Howitt is pres. and mgr., C. B. Cheese, vice-pres., and K. Herzberger, sec'y-treas. of our company.—Farmers Elevator Co.

Sterling, Colo.—W. I. Hazlett is building a 20,000-bu. elevator and 100-bbl. mill. Work is being pushed on the structure, which will be 40x60 ft. and 3 stories high. It will be finished by April 1.

Calhan, Colo.—The recently incorporated Farmers Co-operative Elevator Co., which has a capital stock of \$6,500, contemplates the erection of an elevator and coal sheds. R. B. Harrison is pres., F. B. Saucerman, vice-pres., and Frank Kohler, sec'y-treas.

Frederick, Colo.—An elevator will be erected by the Boulder Mfg. & Elevator Co., Boulder, of which C. W. Rowland is mgr. Bids are now being received for the building, which will be of steel or concrete construction. It will be ready for next season's crop.

Denver, Colo.—The Denver Elevator Co. has just closed the contract with the White Star Co. for the construction of 3 complete 20,000-bu. steel elevators, to be built in northern Colorado. Work will be started immediately on these houses. The company has also contracted for repairing and remodeling 5 of its elevators, making them steel and fireproof. The White Star Co. will do the work.

IDAHO

Ririe, Ida.—The Farmers Equity Elevator Co. has completed its new elevator.

Cottonwood, Ida.—The Cottonwood Mfg. & Elevator Co. has completed the large warehouse and mill in connection with its new 50,000-bu. elevator. The Burrell Engineering & Construction Co. had the contract.

Caldwell, Ida.—The Caldwell Mfg. & Elevator Co. will build a 200,000-bu. concrete elevator and seed warehouse, at an approximate cost of \$150,000, as an addition to its present 100,000-bu. house, situated on the O. S. L. right-of-way. The elevator will be 100 ft. high and will be equipped with every up-to-date device for the rapid handling of grain and seeds. New switching tracks will be laid so that the company will be enabled to handle 20 carloads of grain daily. Work has been started and the plant will be finished to handle the 1917 crop. The Burrell Engineering & Construction Co. has the contract.

ILLINOIS

Baileysville, Ill.—We are building a 30x70 ft. machine shed.—Farmers Grain Co.

Anchor, Ill.—The Farmers Elevator Co. has filed notice of enlargement of object.

Atkinson, Ill.—C. A. Cole has been retained as mgr. of the Farmers Grain Co.

Stockton, Ill.—R. L. Coomber has his new motor-driven feed mill in operation at his elevator.

Ogden, Ill.—We have installed a new electric motor.—F. E. Fenters, mgr. Zorn Grain Co.

Piasa, Ill.—On the night of Dec. 18 my typewriter was stolen from my office.—J. T. Darnielle.

New Douglas, Ill.—The report that we are discontinuing business is incorrect.—Prange Mfg. Co.

Alta, Ill.—Chas. T. Woodman has succeeded Chas. P. Kennel as mgr. of the Farmers Elevator Co.

Lockport, Ill.—The Northern Illinois Cereal Co. has increased its capital stock from \$250,000 to \$1,000,000.

Melvin, Ill.—The recently organized Farmers Elevator Co. is investigating plans for the erection of the proposed elevator.

Champaign, Ill.—Mr. Van Kura has succeeded W. H. Garfield, who resigned as supt. of the Cleveland Grain Co.'s elevators.

Roberts, Ill.—Charles Bonges, of Morris, has succeeded J. W. Zimmerman, who resigned as mgr. of the Farmers Elevator Co.

Plainfield, Ill.—John Murphy, who robbed the elevator here 5 years ago, received as a Christmas present, a pardon from Governor Dunne. His record at prison has been good.

Redman, Ill.—John Lawson has purchased a 1,000-bu. Richardson Automatic Elvtr. Scale, with type registering beam.

Pierron, Ill.—I will start the erection of an elvtr. about Apr. 1 to replace the one which burned last May.—Phil M. Essenspreis.

Armington, Ill.—Chas. P. Kennell has resigned as mgr. of the Farmers Elvtr. Co. at Alta to become mgr. of the Burt-Richmond Grain Co.

Murrayville, Ill.—Work on the elvtr., under construction for the Farmers Elvtr. Co., has been discontinued on account of the old weather.

St. Francesville, Ill.—Piel & Co., operating the Baker Elvtr. here, have discarded their gasoline engine and are now using electric motors.—P.

Joliet, Ill.—John Edward Bush, pioneer grain dealer, died Jan. 2, aged 81 years. He operated elvtrs. and bot grain in this community in the '70s.

Flanagan, Ill.—The Farmers Grain & Coal Co. has installed a new 25-h. p. engine. Sherry Bros. have also installed an engine in their elvtr.

Taylorville, Ill.—Twist Bros., operating a line of elvtrs. thruout central Illinois, are building a private telephone line from Pawnee to this place.

Hartsburg, Ill.—A. E. Rodenbeck, prop. of an elvtr., is recovering from a broken hip. His son-in-law, Clyde Purcell, is assisting him in the elvtr.

West Salem, Ill.—Safe blowers entered the office at the elvtr. of Geo. Couch & Son Dec. 27, but only secured a small amount of money for their trouble.

Campus, Ill.—The 25,000-bu. iron clad elvtr., for which the Campus Grain Co. recently let contract, will replace the company's elvtr., which burned Oct. 30.

McComb, Ill.—J. J. Quinlevan, formerly in the grain business at Bushnell, is now representing the firm of E. Lowitz & Co., Chicago, with offices in the Camp Bldg.

Warsaw, Ill.—Shirley Sharp and George Schlenk have succeeded F. C. Sharp & Son in the grain elvtr. business. They have managed the old company here for many years.

Colfax, Ill.—The Farmers Co-operative Co. has installed a 2,250-bu. Richardson Automatic Elvtr. Scale for its new elvtr., contract for which has been let to the 3 Americas Co.

Abingdon, Ill.—We contemplate remodeling our elvtr. and will enlarge it considerably in the spring. New machinery will be installed.—C. E. Stumbaugh, mgr. Abingdon Grain Co.

Cambridge, Ill.—The firm of Kellogg & Arthens has been organized to succeed White & Kellogg, dissolved. The new firm, which is composed of Harry C. Kellogg and A. L. Arthens, will deal in grain, coal and ice.

Paxton, Ill.—Risser & Rollins have the basement dug out and the concrete foundation started for their new elvtr., which will replace the one burned Nov. 23. Work has been discontinued on account of the cold weather.—Chas. Shelby.

La Fox, Ill.—Work is progressing on the 60,000-bu. feed elvtr., of cribbed construction, metal covered, which the C. & N. W. Ry. is building to replace the one which burned several months ago. The Burrell Engineering & Construction Co. has the contract.

Springfield, Ill.—Frank Wiedlocher, Sr., and G. F. Wiedlocher have taken Carl F. and Frank Wiedlocher in the grain and feed business with them and the firm has now been incorporated, under the name of Wiedlocher & Sons, with a capital stock of \$80,000.

West Union, Ill.—Poorman Bros., operating an elvtr. and mill, sustained a heavy loss recently when their plant was damaged by fire, together with about 9,000 bus. of wheat, several hundred bus. of corn, and 500 bbls. of flour. Little insurance was carried.

Galva, Ill.—John Kingdom, for many years mgr. of the elvtr. of Heflebower & Peterson, was killed Dec. 26, when struck by a train, while crossing the tracks to the elvtr. He was about 65 years of age and had been mgr. of elvtrs. in this vicinity for almost 30 years.

Sullivan, Ill.—The 90,000-bu. elvtr. of E. W. Davis is not quite completed but is in use at the present time, having a temporary roof on it for the winter. The bins will be 80 ft. deep instead of 40 ft. as planned. It will be completed this spring and will be equipped with electric power. Geo. W. Quick & Sons have the contract.

Orleans, Ill.—Sealed proposals for the furnishing of all necessary labor and material to construct a reinforced concrete elvtr. will be received by the directors of the Orleans Farmers Grain Co. Jan. 22, at which time bids will be opened and contract awarded. Plans and specifications may be obtained from Miller & Holbrook, Engineers, Millikin Bldg., Decatur, Ill. The new elvtr. will replace the one burned Nov. 21, 1916.

Springfield, Ill.—Judge Burton in the circuit court in the partition suit of Noah C. Twist against C. R. Lewis, in which receivership fees were objected to, has allowed \$1,000 to John H. Lloyd. When the suit was started the 4 grain elvtrs. in this county, owned by the partnership, were put in charge of John H. Lloyd. The elvtrs. in the 4 months have produced \$11,000 worth of business, so Mr. Lloyd put in a claim of \$2,500 for his services.

Hudson, Ill.—William Hasenwinkle, who entered the grain and milling business here in 1863, died Dec. 22. He retired from the grain business about 2 years ago and was succeeded by his brother, Henry, who still continues the grain and brokerage business in central Illinois under the name of the Hasenwinkle Grain Co. He is survived by his brother and several nephews, all in the grain business, Ralph H. at Bloomington, Harry J., grain broker at Memphis, Tenn., and Ed H., grain solicitor for E. Lowitz & Co., well known to the grain trade in this state and Iowa.

Winchester, Ill.—W. J. Dodgson, mgr. of the Farmers Elvtr. Co., is missing. He mailed a letter Dec. 27 from Springfield. to his wife, in which he stated that he would drown himself in the Mississippi River. No trace has been found of him at this time. It is reported that his accounts are about \$1,500 short and that he lost money speculating in wheat, but not a great deal. His description follows: Age, 38 years; height, five ft., nine ins.; weight between 110 and 115 lbs., stoop-shouldered, front teeth in bad condition. When last seen he was wearing a salt and pepper suit, green soft hat, and tan shoes with gray tops.

CHICAGO NOTES.

A membership in the Board of Trade sold Jan. 4 at \$7,275, with dues paid by the seller up to Jan. 1, 1918.

W. C. Jacob became associated with Logan & Bryan, Jan. 2, as a trader in one of the pits on the Board of Trade.

The rate of interest for January, 1917, has been fixed by the finance com'te of the Board of Trade at 5% per annum.

The amendment to the rules of the Board of Trade raising the storage rates was defeated Dec. 27 by a vote of 189 to 301.

A change in the commission rate for handling cash grain is proposed from the present rates per bushel to one per cent of the value.

The directors of the Board of Trade have fixed the annual dues at \$75, the same as for some years. The dues are payable semi-annually.

The number of grain cars inspected at this market during 1916 was 293,991, compared with 188,787 for 1915. Grain and flour receipts were 420,779,000 bus., compared with 371,135,000 bus. for 1915. Shipments of grain and flour were 293,190,000 bus., compared with 299,090,000 bus. for 1915.

The Board of Trade clearings for 1916 amounted to \$206,167,579, compared with \$118,417,845 for 1915, which was the largest amount on record.

John Joseph Bagley, chief trader, was admitted to partnership in the firm of Logan & Bryan on Jan. 1. He started in as a messenger boy with the firm over 23 years ago.

Charles E. Lake, charter member of the Board of Trade, died Jan. 1. He engaged in the grain business in the early '50s and was one of the largest shippers of grain at one time. He retired in 1905.

The amendment to Rule XIV of the Board of Trade adding to Section 4, paragraph G, a clause that members' rates on 1,000-bu. lots shall be \$1 per 1,000 when less than 5,000 has been carried by a vote of 252 to 235.

Fred Paddleford received contributions from members of the Board of Trade to buy presents for children, who wrote to Santa Claus in care of the post office. Every year he has collected a considerable sum of money for this purpose.

Murry Nelson, who came to Chicago in 1856 from New York, and established a grain commission and shipping business under the name of Murry Nelson & Co., died Jan. 2 at Cold Harbor, N. Y., aged 86 years. He retired from active business in 1902.

Four men were held up in the offices of the Northwestern Malt & Grain Co. by 3 bandits, who took \$1,250 in wages of 50 employees, tore 2 telephones from the wall to delay an alarm and escaped. They entered the office about 4 o'clock in the afternoon and held a revolver to the head of William Sprowl, the cashier.

The Gardiner B. Van Ness Co. incorporated; capital stock, \$100,000; incorporators, Jacob Ringer, William Wilhartz and C. D. White. This company took over the business of the firm of Gardiner B. Van Ness on Jan. 2. Gardiner B. Van Ness is pres., Herbert J. Blum, vice-pres. and treas., and Albert V. Hatch, sec'y.

Henry S. Robbins, attorney of the Board of Trade, on behalf of several grain firms, has petitioned Judge Landis of the federal court to restrain government revenue agents from seizing and inspecting their books in a manner not authorized by law, and from collecting back taxes on grain trades, alleged not to be due the government.

The usual hilarity at the close of the last session of the year on the Board of Trade was confined to the cash grain section this year on account of the heavy volume of business in the pit section. However, hundreds of small bags filled with grain samples were thrown across the exchange hall and several members were dumped into the large baskets, used for carrying grain samples, and wheeled about the floor.

J. K. Segrave, C. A. Moore, W. C. V. Winter, Herbert H. Moore, Frank J. Garneau, C. A. Johnson and A. H. Wiedel have applied for membership in the Board of Trade. Emil Rothschild, Alexander M. Simons, George M. Myers, Alden B. Swift, William J. Mullins and Charles E. Comley have been admitted to membership and the memberships of G. A. Schwartz, Abe B. Friedman, Chris Zeiman, A. E. Gehring, J. J. Carew and the estate of C. T. Hulburd have been posted for transfer. Memberships are quoted at \$7,200 net to buyer.

Finley Barrell retired Jan. 1 as an active partner of the grain and stock brokerage firm of Finley Barrell & Co., and the name has now been changed to Block, Maloney & Co. He retains an interest and is a special partner in the business. Benjamin Block, Peter J. Maloney, and Wm. B. Anderson are the New York members, while L. Montefiore Stein, Frank E. Alstrin and Finley Barrell are the Chicago representatives of the company. Mr. Alstrin will manage the affairs on the Board of Trade. D. E. Sawyer has become associated with the new firm.

The public warehousemen are making the usual annual publication of their charges. The grain storage rates for 1917 are: All grain or flax received in bulk inspected $\frac{3}{4}$ c per bu. for first ten days and 1-30c for each additional day. For delivering grain a charge of $\frac{1}{4}$ c per bu. will be made and collected. After July 1, 1917, the rates will be $\frac{3}{4}$ c per bu. for receiving and delivering and 1-25c per bu. for each additional day. For delivering, $\frac{1}{4}$ c charge will be made. For damp or grain liable to early damage rates will be 2c per bu. for first ten days and $\frac{1}{2}$ c for each additional five days thereof.

At the annual election of officers of the Board of Trade on Jan. 8 Joseph P. Griffin was re-elected pres., John R. Mauff, first vice-pres., and John J. Stream was elected 2nd vice-pres. There was no opposition for these offices, but the contest for the 5 vacancies on the directory brot out a large vote. The following new directors were chosen: William H. Martin, James J. Fones, Winfield S. Day, William E. Hudson and Herbert J. Blum. John Joseph Bagley defeated Warren A. Lamson for the unexpired term of Charles P. Randall, resigned. Directors holding over are Roderrick W. McKinnon, Adolph Kempner, Charles G. King, John Tredwell, Henry H. Newell, George E. Marcy, Louis C. Brosseau, Theodore E. Cunningham and Willson H. Perrine. New members of the com'te of arbitration are Earl M. Combs, C. Walter K. Hvale, Ross H. Kidston, John G. McCarthy and Harold C. Gifford. Holding over are Edward H. Bingham, Joseph F. Lamy, Frederick G. Winter, Harry D. Carroll and A. Duncan Pacaud. The new members of the com'te of appeals are Douglass I. Van Ness, Clinton S. Beach, Fred D. Stevers, Kenneth P. Edwards and Edward F. Chapin. Holding over are Edward Andrews, Caleb H. Canby, William E. Page, Emile J. Garneau and Eugene Schifflin.

PEORIA LETTER.

The Board of Trade was the only grain market in session on Dec. 23.

The Peoria Malting Co. is erecting a 5-story malt house, 99x140 ft., at an estimated cost of \$40,000.

Frank F. Dalton, for a number of years with the S. C. Bartlett Co., has applied for membership on the Board of Trade.

The amendment to increase the charge on a membership transfer from \$5 to \$50 carried Dec. 23 by a vote of 64 for and 4 against.

J. H. Ridge, for 30 years associated with the Bartlett interests, has left for Los Angeles, Cal., where he may make his permanent home.

John E. Moschel, of Washburn, on Jan. 1 became a member of the grain firm of Rumsey, Moore & Co. The capital stock has been increased to \$50,000.

The amendment to the rules of the Board of Trade to increase the membership from \$200 a year to \$500 carried Dec. 23 by a vote of 65 for and 3 against.

The proposition to increase the commission rate on corn was defeated by 2 votes of the members of the Board of Trade on Dec. 23. Of the 68 votes cast only 43 were in favor of the increase and it required a $\frac{2}{3}$ vote to carry.

At the close of business at noon, Dec. 30, the members and employees of the Board of Trade indulged in a battle royal, throwing sample pans, small sacks of corn and other articles at each other, to celebrate the close of the 1916 business.

The following officers were elected Jan. 8 at the annual election of the Board of Trade: Pres., L. H. Murray; vice-presidents, H. H. Dewey, Leroy Page; sec'y, John R. Lofgren; treas., Wm. C. White; directors, T. A. Grier, Louis Mueller, J. M. Van Nuy, N. R. Moore, Geo. L. Bowman, W. T. Cornelison, C. C. Miles, G. C. McFadden, A. G. Tyng, and A. H. Kanne; com'te on arbitration, E. R. Murphy, L. L. Gruss and Geo. Breler; com'te of appeals, A. W. Harwood, H. M. Barlow and E. S. McClure.

INDIANA

Woodburn, Ind.—Farmers are organizing an elvtr. company at this point.

Colfax, Ind.—I am now mgr. of the Colfax Grain Co.—Chas. Tegarden.

McGrawsville, Ind.—We will build coal bins this season.—Charles Sharp.

Russellville, Ind.—We have succeeded Wilson & Boyd.—J. C. Willson & Co.

Switz City, Ind.—The Switz City Mlg. Co. is rebuilding its elvtr., which burned Oct. 17.

Wanatah, Ind.—The Farmers Elvtr. Co. contemplates installing a new feed grinder in its elvtr.

Cortland, Ind.—Shields & Blish have succeeded Hamblen & Houghteling.—A. D. Shields, mgr.

Fortville, Ind.—J. A. McComas, prop. of an elvtr. here, has removed to Indianapolis.—P. M.

Evansville, Ind.—Julius O. Artes, mgr. of the Union Elvtr., has been elected pres. of the city council.

West Lebanon, Ind.—Hans Stolley, who recently sold his elvtr. here, is now out of the grain business.

Ft. Wayne, Ind.—Maurice C. Niezer, grain and hay dealer, will seek the Democratic nomination for mayor.

Mexico, Ind.—I intend to install a new wheat and oats cleaner, new dump and an elvtr. leg in the spring.—R. J. Morgan.

Francesville, Ind.—The elvtr. of the Farmers Elvtr. Co. will be remodeled in the spring and a corn grinder will be installed.

Camden, Ind.—Robbers entered the elvtr. of the Farmers Grain & Supply Co. Dec. 21, but obtained little plunder for their trouble.

Rileysburg, Ind.—M. A. Current has installed a 1,500-bu. Richardson Automatic Elvtr. Scale, with type registering beam, in his new elvtr.

La Grange, Ind.—The 15,000-bu. elvtr., which the Home Grain Co. is building to replace the one burned Oct. 17, is rapidly nearing completion.

Dale, Ind.—We intend to make some changes in our method of handling grain and will build additional storage room for flour.—Wallace Mlg. Co.

Rockport, Ind.—The Cadick Mlg. Co., of Grandview, has installed a 750-bu. Richardson Automatic Receiving Scale in its new 15,000-bu. elvtr. here.

Sims, Ind.—The Sims Co-operative Grain Co. incorporated; capital stock, \$20,000; incorporators, Ernest G. Johnson, Isalah Brooke and Jacob A. Rust.

Forest, Ind.—A. E. Betts & Son will build a 30,000-bu. elvtr. in the spring. They have a model grain office, equipped with every labor saving device and convenience.

Ft. Branch, Ind.—The Zillhak-Schaffer Mlg. Co., of Haubstadt, bot the elvtrs. and other property of the defunct Ft. Branch Mlg. Co. at the receiver's sale for \$5,600.

Lyons, Ind.—The elvtr. of J. L. Morgan is being improved. The exterior is being covered with galvanized iron and galvanized roof is being put on.—C. Denagher.

Morristown, Ind.—Wilbur Bravard, aged 45 years, was crushed to death Jan. 9 when his clothing caught in a shaft at the elvtr. of Patton & Zike, where he had been engineer for more than 20 years. He slipped and fell back on a belt and was thrown against the shaft.

Montmorenci, Ind.—We contemplate erecting a cob burner in connection with our new 45,000-bu. elvtr., which was completed Oct. 23. We are using electric power.—W. R. Owens, mgr. Montmorenci Elvtr. Co.

Roann, Ind.—The Mutual Grain Co. incorporated; capital stock, \$30,000; incorporators, Henry E. Kinsey, Lemuel W. Royce and others. The company has acquired the elvtrs. of Kinsey Bros. here and at Pettysville.

Greensfork, Ind.—I have bot the elvtr. of Wm. Boyd, and will completely overhaul it and handle coal, feed and seeds in connection. Mr. Harris is retiring from business.—E. S. Martindale.

Gar Creek, Ind.—The Gar Creek Equity Union Exchange incorporated to handle grain, coal, feed and farm produce; capital stock, \$25,000; incorporators, Sheldon Downkins, John Hartman, and others.

Morocco, Ind.—William G. Brown and Otto G. Fifeid have just completed a large grain elvtr. at the edge of the Kanakakee marsh district, on the Gifford Railroad, to care for the large corn crop this year.

Union City, Ind.—The recently incorporated Farmers Grain & Mlg. Co., which took over the 55,000-bu. elvtr. and other property of the Mead Grain Co., is installing new bins and other up-to-date equipment for the handling of grain.

INDIANAPOLIS LETTER.

The Indiana Millers Ass'n will hold its mid-winter meeting at the Board of Trade Bldg. on Jan. 16. It will be a one day session, beginning at 10:30 a. m.—Chas. B. Riley, sec'y Indiana G. D. A.

Clark A. Russell, who has for a number of years been in charge of the grain standardization laboratory at Decatur, Ill., has been appointed federal grain supervisor at this point with offices in the Board of Trade Bldg.

IOWA

Cornell, Ia.—Farmers are organizing an elvtr. company.

Modale, Ia.—Farmers are organizing an elvtr. company.

Audubon, Ia.—Farmers have organized a company to build an elvtr.

Kiron, Ia.—Farmers are forming a company to build an elvtr. 14x36 ft.

Chatsworth, Ia.—I am now agt. of the Hunting Elvtr. Co.—Bert L. Cox.

Bode, Ia.—The Farmers Elvtr. Co. is considering the erection of a new elvtr.

Lavinia, Ia.—The Neola Elvtr. Co. is building a 20,000-bu. annex to its elvtr.

Junata, Ia.—An addition is being erected to the elvtr. of the Neola Elvtr. Co.

Pocahontas, Ia.—Construction work on the elvtr. of Phil Rivard is well under way.

Little Sioux, Ia.—A new mgr. has taken charge of the elvtr. of the Farmers Elvtr. Co.

Sheldon, Ia.—We are no longer engaged in the grain business.—Scott Logan Mlg. Co.

Montezuma, Ia.—Sam Wilson & Co. have installed a 15 h. p. electric motor in their elvtr.

George, Ia.—The large elvtr. at this place burned with a loss of several thousand dollars.

Guthrie Center, Ia.—The erection of 2 additional elvtrs. is contemplated at this station.

Keokuk, Ia.—The O. A. Talbott Co. has increased its capital stock from \$100,000 to \$200,000.

Story City, Ia.—Henry Ahrens is pres. and I am mgr. of the Farmers Grain Co.—J. M. Mehl.

Diagonal, Ia.—An elvtr., with a capacity of 800,000 bus., will be erected here by a local company.

Scranton, Ia.—Mr. French, of Nevada, on Jan. 1 succeeded Joe Miles as mgr. of the Farmers Elvtr. Co.

Langdon, Ia.—C. R. Taylor has accepted a position as 2nd man at the elvtr. of De Wolf & Wells Co.

Crippen sta. (Emmetsburg p. o.), Ia.—The elvtr. of the Western Elvtr. Co. has been slightly damaged by fire.

Akron, Ia.—The Farmers Grain Co. is erecting a new directors' office and scale house on a recently acquired site.

Hancock, Ia.—W. H. Line has been placed in charge of the recently acquired elvtr. of the E. Rothschild Grain Co.

Sanborn, Ia.—The Hakeman Elvtr., which has been closed for the last 5 years, has been repaired and opened for business.

Lanesboro, Ia.—The Farmers Elvtr. Co. is installing a 1,250-bu. Richardson Automatic Elvtr. Scale, with type registering beam.

Colwell sta. (Charles City p. o.), Ia.—P. A. Saddle has been retained for another year as mgr. of the Colwell Grain Exchange.

Beaman, Ia.—The new electric motor at the elvtr. of the Farmers Elvtr. Co. had to be regared as it was geared at too high a speed.

Jefferson, Ia.—C. A. Johnson, representing W. H. Perrine & Co., has opened an office in the Farmers & Merchants National Bank Block.

Goodell, Ia.—Edward H. Farley, with the Norris Grain Co., Leland, Ill., has succeeded me in the grain business here.—A. D. White.

Washington, Ia.—Lamson Bros. & Co. will discontinue their office here and John F. Perkins, local mgr., will be transferred to another point.

Sioux City, Ia.—Chas. Prescott has resigned his position with Rumsey & Co. to take a similar one with the Armour Grain Co. at this place.

New Sharon, Ia.—Henry McVeigh has taken over the elvtr. and coal yards of the Neill & Momyer in exchange for his farm. Mr. McVeigh took possession Jan. 1.

Story City, Ia.—Work is progressing on the elvtr. under construction for A. A. Burke and C. E. Stephenson, of Dayton. Mr. Stephenson will be mgr. of the business.

Des Moines, Ia.—The annual meeting of the Western Grain Dealers Ass'n will be held in April, definite date not decided, probably the 13th and 14th.—Geo. A. Wells, sec'y.

What Cheer, Ia.—Bird Dugger has let contract for an elvtr., to hold 12,000 bus. of small grain and a large amount of corn. It will be completed in 30 days at a cost of \$10,000.

Beaver, Ia.—J. E. Melick, agt. of the Quaker Oats Co., was accidentally shot Jan. 3. When he returned from rabbit hunting his gun became entangled in his coat and was discharged, the bullet entering his side.

Kirkman, Ia.—We have painted our warehouse and remodeled our office. The interior has been painted and decorated and the outside has been painted and a new roof put on.—F. Rutherford, mgr. Farmers Grain & Mercantile Co.

Collins, Ia.—Jack Stone, aged 19 years, an employee of the Neola Elvtr. Co., had a narrow escape from serious injury, when his clothing caught on a revolving shaft and he was stripped almost naked before help reached him. His cries brought H. Patterson, who threw off the belt and stopped the machinery. Stone's arm was slightly bruised but he suffered no other injuries.

Ritter, Ia.—Arnold Arends, who has been mgr. of the Farmers Elvtr. Co. at Lake Park for 2 years, has been chosen as mgr. of the Farmers Elvtr. Co. here, succeeding Mr. Jones, who retired.

Madden's switch (no p. o.), Ia.—W. G. Goy, grain dealer of Tabor, has erected a 4,000-bu. elvtr. with concrete foundation, on the Tabor & Northern, at this station, which is between Tabor and Malvern.

Raleigh, Ia.—E. W. Oats & Co. have built a 6,000-bu. corn crib and installed a sheller in the basement. A new 10-h. p. engine has also been installed. The corn is dumped in the pit and elevated to any bin in the crib.—Will F. Schoning, mgr.

Auburn, Ia.—Work on the 40,000-bu. elvtr. of the Farmers Elvtr. Co. has been delayed on account of the cold weather. The last story is up and the shingle roof will be put on as soon as possible. The Newell Construction Co. has the contract.

Keystone, Ia.—Our company handled this year \$57,706.34 worth of barley, \$23,369.05 worth of corn, \$44,155.89 worth of oats, \$1,517.77 worth of timothy and \$61,133.39 worth of merchandise, or a total of \$187,882.44; compared with \$164,298.00 for 1915. The expenses for 1916 were \$7,024.09.—Keystone Mercantile Co.

Cedar Rapids, Ia.—I have been sec'y-treas. of the Jackson Grain Co. for 12 years and now have bot the elvtrs. of the Jackson Grain Co., located on the C. R. & Iowa City, at Cou Falls, Swisher and Konigsmark sta. (Swisher p. o.), also the lumber and coal business at Swisher. I will have my headquarters in the Ely Bldg. in this city.—E. J. Wood.

Grundy Center, Ia.—The elvtr. of Stockdale & Greig burned Dec. 24, with a heavy loss, partly covered by insurance. The fire started in one of the bins and when discovered was smoking but not blazing. Everything possible was done to save the building, which was completely destroyed. It contained 40,000 bus. oats and 3,000 bus. of corn, which has since been shipped out. The elvtr., which was erected only a couple of years ago, will be rebuilt in the spring.

Le Mars, Ia.—A decision has been rendered in the case of F. A. Post, sec'y-treas. of the Le Mars Grain Co., against the Farmers Elvtr. Co., which was tried last September. The plaintiff brought suit against the company to compel its officers to record the transfer of 2 shares of its stock which he declared he purchased as an investment. The company claimed that he was a member of a rival business firm and that he obviously purchased the stock in order to get an inside track on its business methods. The court ruled that there was no evidence of a conspiracy and that the transfer of stock must be entered on the books of the company.

Sioux City, Ia.—The Farmers Grain Dealers Ass'n of Iowa will hold its annual meeting in this city Jan. 23 to 25, with headquarters at the Martin Hotel and business sessions in the Auditorium. Among the speakers will be Geo. Livingston, Dept. of Agriculture, Washington, D. C.; H. J. Farmer, Airlie, Minn.; A. N. Steinhart, sec'y Illinois Farmers Grain Dealers Ass'n; W. L. Harding, governor of Iowa; R. McKenzie, sec'y Canadian Council of Agriculture, Winnipeg, Man.; C. H. Gustafson, pres. Nebraska Farmers Union; J. P. Griffin, pres. Chicago Board of Trade; and T. L. Daniels, sec'y Kansas Farmers Co-operative Grain Dealers Ass'n. A dinner party for the ladies will be given Tuesday evening at the Martin Hotel, and a smoker for the men at the Commercial Club with Mr. Rennick of Peoria, Ill., as entertainer.

KANSAS

Ludell, Kan.—An elvtr. is in course of construction at this station.

Detroit, Kan.—H. M. Knox contemplates the erection of an elvtr. here.

Otis, Kan.—The Lindsborg Mill & Elvtr. Co. is building an office in connection with its elvtr.

Great Bend, Kan.—Chas. Andrews will build a 30,000-bu. elvtr. on his ranch.

Home City, Kan.—I am mgr. of the new elvtr. of the Farmers Co-operative Exchange.—E. I. Hull.

Inman, Kan.—D. J. Razlaff, formerly mgr. of the Farmers Elvtr. Co. here, has removed to Hutchinson.—I.

Winfield, Kan.—The Santa Fe Elvtr., near this point, has been raised and the material shipped to another point.

Arkansas City, Kan.—Ernest F. Bourland, of the New Era Mfg. Co., was married recently to Miss Beulah M. Geiler.

Bucklin, Kan.—Chas. E. Woodworth has succeeded M. J. Young, who resigned as mgr. of the Bucklin Equity Exchange.

Cunningham, Kan.—J. W. Cannon has succeeded W. W. Walker, who resigned as mgr. of the Farmers Grain & Elvtr. Co.

Macksville, Kan.—The Davidson Grain Co. has purchased 2 Richardson Automatic Elvtr. Scales, of 1,000 bus. per hour capacity.

Missler, Kan.—We intend to erect new coal bins and a warehouse in the spring.—L. O. Webb, mgr. Co-operative Equity Exchange.

Monrovia, Kan.—The elvtr. of John Best burned Dec. 16. It contained a carload of corn, which was also destroyed, together with a box car.

Salina, Kan.—The Robinson Grain Co. incorporated; capital stock, \$50,000; incorporators, Mildred Robinson, E. C. Wyatt and O. F. Robinson.

Penalosa, Kan.—The capital stock of the Farmers Grain & Mercantile Co. has been increased from \$10,000 to \$15,000. The company has bot the Craig Elvtr.

Parsons, Kan.—We are not building an elvtr. as was recently reported but we are erecting a storehouse and store building on the M. & K. T.—Sprague & Co.

Mullinsville, Kan.—Work is progressing on the 30,000-bu. elvtr. for which the Jennings Grain Co. let contract to the White Star Co. Ed. Brown will be mgr.

Hoisington, Kan.—The elvtr. of the Farmers Elvtr. Co. burned, together with 12,000 bus. of grain, mostly wheat, and a car of cement. The loss is covered by insurance.

Shady sta. (Larned p. o.), Kan.—We have just completed an elvtr. at this station. The report that we built an elvtr. at Golden Valley is incorrect.—Southwest Grain Co., Stafford.

Cleveland, Kan.—The Farmers Elvtr. Co. will install a 1,000-bu. Richardson Automatic Elvtr. Scale, with type registering beam, for its new elvtr., contract for which has been let to the White Star Co.

Geneseo, Kan.—The recently incorporated Geneseo Farmers Union bot and took possession Jan. 1 of the elvtr. of the Kansas Grain Co. F. M. Gray is pres. and I am sec'y-treas. of the company.—A. J. McEntarfer.

Topeka, Kan.—A company is being formed to erect a 250,000-bu. public elvtr. in North Topeka, at a cost of \$100,000. An option on a site for it has already been secured. The building will be ready for operation in time for the next year's wheat crop.

Topeka, Kan.—The following firms contemplate opening offices in this city: C. E. Robinson Grain Co., Salina; Williamson Grain Co., Wichita; George Harper, Silver Lake; McClure Grain Co., Hutchinson; J. J. Jones, Wakeeney, and J. D. Sperry, Ellsworth.

Topeka, Kan.—H. D. Yoder has been elected pres., F. A. Derby, vice-pres., and C. J. Myers, sec'y of the new Board of Trade. David Page is treas. and the directors are: E. J. Smiley, J. F. Baldwin, J. B. Nicholson, A. Fessler, David Bowie, D. O. Coe, Boyce Forbes, H. D. Yoder and F. A. Derby. Arrangements have been made to obtain a wire direct from the B. C. Christopher Grain Co., of Kansas City, Mo. Quarters have been secured in the New England Bldg.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Star Valley (West Mineral p. o.), Kan.—The elvtr. of the Kelso Grain Co. at this station will be under the management of the company's elvtr. at West Mineral until harvest, on account of the recent death of the local mgr., Everett Miller.—M. H. Hentevon, mgr. Kelso Grain Co., West Mineral.

Clay Center, Kan.—The fire, which completely destroyed our frame elvtr., Dec. 12, was of unknown origin. Insurance, \$8,000. There was some loss to us on the building but, of course, rather indeterminate. Loss on the contents, \$29,000; fully insured. Rebuilding plans have not yet been determined.—Snell Mill & Grain Co.

Sterling, Kan.—Fire Dec. 29 destroyed the 440-bbl. mill, operated by Henry J. Arnold, under the name of the International Mill. About 9,000 bus. of wheat was burned in the fire, which is thought to have started in a hot box in the shafting. The loss is \$35,000, with about ¾ covered by insurance. The elvtr., office and warehouse were not damaged.

HUTCHINSON LETTER.

The Hutchinson Flour Mills Co. sustained a loss of approximately \$1,000 by fire Dec. 23 at its elvtr.

James Vandaveer has severed his connection with the Hutchinson Grain Co. and is now with the Union Grain Co.

Ralph Russell resigned as deputy state grain inspector on Jan. 1 to engage in the grain business on his own account.

Irvin R. Romer, of the Morton Grain Co., has bot the additional membership of Paul Gano and applied for membership in the Board of Trade.

Charles Colby, who has been office mgr. of the Kemper Grain Co. here, will become associated with E. A. Mowrey, prop. and owner of the Hutchinson Grain Co.

The Traveling Grain Men's Ass'n, of Kansas City, Mo., held a meeting in this city Jan. 3 to 5, which was the time set for the convention of the Kansas Farmers Grain Dealers Ass'n.

The Langford-Russell Grain Co. has been organized by Ralph Russell, for the past 3 years deputy state grain inspector, and Jesse Langford, for several years with the Gano Grain Co. Offices have been opened in the Rorabaugh-Wiley Bldg.

G. W. Penny, mgr. of the branch office of B. C. Christopher & Co., has bot the additional membership of George Gano and applied for membership in the Board of Trade. Joseph J. Koelsch has bot the additional membership of the Kemper Grain Co., and R. C. Davidson, of Dodge City, has bot one of the memberships of the C. D. Jennings Grain Co.

WICHITA LETTER.

Herman Probst, pioneer grain dealer, has recovered from his serious illness.

The Miller-Stephenson Grain Co. has been incorporated, with a capital stock of \$50,000.

E. F. Beyer, of the Kemper Grain Co., was severely bruised when he was struck by an automobile.

Graves Anderson, of the Baldwin-Barr Grain Co., was slightly injured recently when he was run down by an automobile.

The Bossemeyer Bros. Grain Co. incorporated; capital stock, \$20,000; incorporators, Ernest Bossemeyer, Jr., Frank Bossemeyer, Superior, Neb., and W. T. Whitney, of this city.

KENTUCKY

Versailles, Ky.—Gentry McCauley has bot an interest in the grain business of J. Andrew Cain and the name of the firm now is McCauley & Co.

MARYLAND

Adamstown, Md.—J. Fenton Thomas, formerly in the grain and feed business here, died Dec. 30, aged 67 years.

BALTIMORE LETTER.

The Curtis Bay Distilling Co. will build a 1,000,000-bu. elvtr. at Curtis Bay, according to report.

E. Steen & Bro. have purchased a grain drier from the S. Howes Co. to be installed in their recently acquired warehouse in South Baltimore.

V. L. Nye, formerly supt. of the elvtrs. of the Cleveland Grain Co., at Cleveland, O., has been appointed federal grain supervisor at this point.

Samuel D. Thomas, chief grain inspector of the Chamber of Commerce, has been licensed to inspect corn here under the new grain standards act.

The business affairs of the firm of Thos. S. Clark & Sons will be closed up and Joseph M. Warfield, who conducted the business for a number of years, has become associated with John T. Fahey & Co.

J. Frank Ryley, of John T. Fahey & Co., has received a fine double-barreled shotgun on which are engraved the names of the gentlemen he entertained during the annual convention of the Grain Dealers National Ass'n in this city, last September.

Elvtr. "C," owned by the Baltimore & Ohio R. R. was threatened with destruction Dec. 31 by fire, reported to have been caused by spontaneous combustion. The only damage was to the machinery in the drying room, which caused a temporary shutdown.

The annual election of officers of the Chamber of Commerce will be held Jan. 29. The indications are that James C. Legg will be re-elected pres. The nominating comite has posted the following regular ticket for 5 directors to serve 3 years: A. R. Dennis, C. J. Landers, Eugene H. Beer, Wilbur F. Spice and E. Steen.

Chas. F. Moore, Ormonde W. Downes, Wm. M. Smith, Lewis Blaustein and Lloyd C. Howard have been admitted to membership in the Chamber of Commerce. Jas. H. Warren, mgr. of the Baltimore & Ohio Railroad Elvtrs., has applied for membership and the memberships of Vernon M. Green and the estate of Wm. H. Moore have been withdrawn.

MICHIGAN

Dimondale, Mich.—The erection of an elvtr. here is again being promoted.

Belding, Mich.—I am still doing business at the same stand where I have been for 34 years.—E. E. Chapple.

Detroit, Mich.—Walter W. Brackel, of Grand Rapids, will engage in the grain and milling business here.

Port Huron, Mich.—We have made no plans for the erection of an elvtr. at this place.—C. Kern Brewing Co.

Valley Center, Mich.—The Valley Grain & Hay Co., of Brown City, has succeeded the Richmond Elvtr. Co. here.—X.

Manistee, Mich.—The Manistee Flouring Mills Co., operating an elvtr. and mill, will equip its plant with electric power.

Charlotte, Mich.—The erection of an up-to-date steel elvtr., to cost \$30,000, is being considered by the Square Deal L. S. Shipping Ass'n.

Omer, Mich.—George Baikie has succeeded William Ostrander as mgr. of the Omer Mill & Elvtr. Co. He held a similar position with A. Kent & Co., who formerly owned the elvtr.

Plymouth, Mich.—The J. D. McLaren Co. filed a petition Jan. 5 for the appointment of Arthur Van Sickle, of Ionia, as receiver. The company has elvtrs. at the following 12 stations in Michigan: Romulus, Plymouth, Novi, Salem, Wixom, South Lyon, Milford, New Hudson, Charlotte, Clare, Collins and Ionia. Arthur Van Sickle has been the mgr. of the Ionia branch for a number of years. It is said that the liabilities will amount to from \$100,000 to \$150,000 and that the assets will easily cover that amount. The company was established about 15 years ago by the late John D. McLaren. The financial trouble at this time is attributed to the increased necessity of money to carry commodities, such as hay, beans and grains, coupled with its comparative limited capital.

Hillsdale, Mich.—Our concrete tank additions are nearing completion. Only the top work and the conveyors remain unfinished.—F. W. Stock & Sons.

Vestaburg, Mich.—The elvtr. of the Vestaburg Elvtr. Co. burned Dec. 21, together with a large quantity of beans. The loss is covered by insurance. Warehouses and the office, less than 20 ft. away, were saved. The plant will be rebuilt at once. The company filed notice of dissolution on Dec. 26.

MINNESOTA

Pratt, Minn.—Farmers are organizing a company to buy or build an elvtr.

Iona Lake, Minn.—George Beals, mgr. of the Farmers Elvtr. Co., has become a benedict.

Tyler, Minn.—The Tyler Grain Co. is erecting an addition to its elvtr. for flour and feed.

St. Paul, Minn.—The scale platform at the St. Paul Terminal Elvtr. was damaged recently by fire.

Woodstock, Minn.—A new concrete driveway has been completed at the elvtr. of the Farmers Grain Co.

Marshall, Minn.—The Farmers Elvtr. Co. has built a 16x50 ft. coal shed in connection with its elvtr.

Perley, Minn.—The Perley Trading Co. closed its elvtr. last fall.—C. O. Flan, agt. Monarch Elvtr. Co.

Warren, Minn.—Farmers are organizing a company to take over the elvtr. and mill of the Warren Mfg. Co.

Jeffers, Minn.—Peter Liesenfeld, formerly mgr. of the Farmers Elvtr. Co., has removed to Lucan.—P. M.

Echo, Minn.—The Farmers Warehouse Ass'n will build a new 8,000-bu. elvtr. to replace the one damaged by fire.

Blue Earth, Minn.—The elvtr. of the Farmers Elvtr. Co. was entered recently and about \$60 taken from the safe.

Morgan, Minn.—Casper Green & Son have traded their flour mill and warehouse for a farm. They still retain their elvtr. at this point.

Mahomet, Minn.—Nick Thompson, who has been buying grain here for the past 6 months, has closed the elvtr. for the winter months.

Rochester, Minn.—The office of Sheldon & Richardson was damaged by fire Jan. 2. The throwing of a match in a kindling box was the probable cause.

Arlington, Minn.—Bartley Hunt, prop. of an elvtr., was severely injured when his coat caught in a pulley, drawing him between a shaft and a wall.

Winthrop, Minn.—E. W. Langer, of Hopkins, has succeeded J. C. Kramer as agt. of the Pacific Elvtr. Co., and Mr. Kramer is now mgr. of the Farmers Elvtr. Co.

Belle Plaine, Minn.—The Equity Elvtr. Co. has purchased a 1,500-bu. Richardson Automatic Elvtr. Scale for its new 15,000-bu. elvtr., contract for which was let to D. F. Hoag & Co.

Blooming Prairie, Minn.—The L. G. Campbell Mfg. Co. has purchased a 1,000-bu. Richardson Automatic Receiving Scale, with type registering beam, for its recently enlarged elvtr.

Hayward, Minn.—We have built a new office adjoining our elvtr. It has a full basement and we have installed a hot water heating system.—P. J. Fibelstad, mgr. Farmers Elvtr. Co.

New Prague, Minn.—We have made plans for 500,000 bus. additional storage. The working part of the addition is about completed and ready for the machinery.—New Prague Flouring Mill Co.

St. Paul, Minn.—An addition will be erected to the new elvtr. of the Equity Co-operative Exchange, which will double its capacity. Work on the additional 18 tanks will start in the spring and when completed the total capacity will be 1,000,000 bus.

Russia sta. (Crookston p. o.), Minn.—W. B. Sheffield, traveling solicitor, has purchased the elvtr. and fuel yards of the St. Anthony & Dakota Elvtr. Co. and will devote his entire time to this business.

St. Paul, Minn.—Representative F. A. Teigen, of the state legislature, who presented a bill last year to regulate dealing in grain futures on boards of trade and chambers of commerce, will introduce another bill early in the present session. The new bill will aim to regulate grain trading.

St. Paul, Minn.—The bills which it is certain the farmer members of the grain and warehouse com'ite will introduce shortly include the following: Taxation of trades in futures, a tax of 1/2¢ on every \$100. A lien bill, giving sellers and consigners of grain first lien upon memberships of any Chamber of Commerce or Board of Trade on account of indebtedness arising from purchase or sale of grain. A bill providing for state control of all grain exchanges. An anti-discrimination bill, preventing elevator companies from paying more for grain at one plant than is paid by them elsewhere. A track scale bill, providing for weighing of all grain on track scales. Test weight bill, providing that test weights be put on all certificates of inspection. The divorce of the state grain inspection dept. from the railroad and warehouse commission.

DULUTH LETTER.

Oscar Branstad, who has been assisting B. V. Loosemore, is now in charge of the local office of the Quinn-Shepherdson Co.

The following have been nominated as candidates for directors of the Board of Trade Clearing Ass'n: G. G. Barnum, J. F. McCarthy, W. J. McCabe, S. H. Jones and G. H. Spencer.

The Board of Trade will hold its annual election of officers on Jan. 16. A caucus was held Jan. 6 and the following candidates were chosen: For pres., M. L. Jenks, to succeed W. C. Mitchell; vice-pres., Benjamin Stockman; directors, H. S. Newell, J. H. Ball and H. F. Salyards; board of arbitration, G. G. Barnum, Sr., Watson S. Moore and William Grettum; board of appeals, Thomas Gibson, F. E. Lindahl and H. J. La Bree; com'ite of inspection, J. F. McCarthy, H. A. Starkey, A. M. Prime, C. F. Haley and M. M. McCabe.

MINNEAPOLIS LETTER.

C. L. Lewis, of C. E. Lewis & Co., is recovering from a severe attack of pneumonia.

B. V. Loosemore, vice-pres. of the Quinn-Shepherdson Co., has moved from Duluth to this city for the winter.

Members of the Chamber of Commerce closed the last business session of the year with music instead of the frolic, which marked this event in years gone by.

Clayton Broulett was injured Dec. 27 at Elevator "T" of the Cargill Elevator Co. by running a nail in his foot, which protruded from the side of the doorpost in a car.

The following memberships in the Chamber of Commerce have been transferred: From Geo. C. Van Dusen to Herbert E. Marshall; Samuel Mairs to Shreve M. Archer, and C. E. Lewis to Leonard S. Allen.

The following resolution was adopted at a meeting Dec. 28 of the board of directors of the Chamber of Commerce: That when a sale of grain or seeds is made for shipment beyond Minneapolis, to be delivered "on track" in the outgoing yard, the seller shall have a right to demand a cash advance on said grain or seeds equal to 90 per cent of its value, which advance shall be due and payable when the car reaches the yard of the outgoing railroad, and the duplicate disposition order, or other necessary railroad order, is delivered by the seller to the buyer.

MISSOURI

Dexter, Mo.—Lee Bowman, of Sikeston, is mgr. of the elvtr. of the Scott County Mfg. Co.

Aurora, Mo.—The elvtr. of the Majestic Mfg. Co. was damaged by fire on Dec. 30.

Palmyra, Mo.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$20,000, to erect an elvtr. and warehouse.

Hopkins, Mo.—I discontinued the grain business here some time ago and have engaged in another line of business at Kansas City.—J. F. Robb.

Jasper, Mo.—The present officers of our company are: W. A. Strecker, pres., A. W. Radford, sec'y., and J. F. Hull, general mgr.—Farmers Elvtr., Co.

Sikeston, Mo.—The Sikes-McMullin Grain Co. will build a large concrete elvtr. here next season, with a capacity of several hundred thousand bus. of grain.

Joplin, Mo.—The Brand-Dunwoody Mfg. Co. has installed 4 Richardson Automatic Scales in its plant. Two of these scales are of the elvtr. type, one to weigh 600 bus. of wheat per hour, and the other to weigh 500 lbs. of screenings per hour, or 1/2 bu. per dump. The other 2 scales are of enclosed external lever type, one of which is a mill scale capable of weighing 250 lbs. of wheat per hour. The other is a feed scale for weighing dust collector stock, capable of weighing 200 lbs. per hour, and is fitted with an agitator.

About two weeks ago a post card ballot was taken of the membership of the Missouri Grain Dealers Ass'n for the purpose of selecting a place and date for our next annual convention. Practically all of these cards have been returned and we find that fully three-fourths are in favor of holding our next annual meeting at St. Joseph. It has been decided that the meeting shall be held Jan. 30 and 31. We would be pleased to have any suggestions that dealers might have in mind with reference to subjects they would like to have discussed on our program.—J. A. Gunnell, sec'y.

KANSAS CITY LETTER.

B. C. Moore, pres. of the Board of Trade, recently underwent an operation on his tonsils.

The Orthwein-Matchette Co. has divided about \$2,000 among its 41 employes as a present.

Frank Fleming, traveling representative of B. C. Christopher & Co., was married recently to Miss Jessie Reed.

John R. Tomlin and C. T. Neal, who recently withdrew from the Aylsworth-Neal-Tomlin Co., will go to Florida for the remainder of the winter.

We have been figuring upon the erection of an oatmeal mill at Kansas City near our elvtr., but nothing definite has yet been done.—George E. Marcy, pres. Armour Grain Co.

At the annual election of officers of the Board of Trade on Jan. 2, G. S. Carkeener was elected pres. and G. A. Moore, 2nd vice-pres., succeeding O. A. Severance, who moves automatically to the first vice-presidency. The following directors were elected: Tracy S. Cockle, John Fennelly, P. A. Murphy, L. P. Nellis, N. F. Noland and N. S. Shannon. The arbitration com'ite is composed of S. P. Hinds, J. J. Hiddleston, J. J. Kraettli, W. H. Marshall and H. E. Poor.

ST. JOSEPH LETTER.

The Grain Exchange has placed an order for \$1,500 worth of furniture for its new quarters, which will be ready for occupancy by Jan. 25. The order includes marble-topped oak tables for the display of samples, and furniture for the offices of the officers and directors.

At the annual election of officers of the Grain Exchange on Jan. 2 F. R. Warrick, Sr., was elected pres., and A. J. Brunswig was re-elected vice-pres. New directors are S. M. Bird, J. W. Craver, John M. Flynn, T. P. Gordon and S. A. Penney. The annual meeting of the directors was held Jan. 9, at which time reports for the year were made and the new officers installed. A sec'y and treas. also were ap-

pointed. A dinner was given by the members of the Exchange at the Hotel Robidoux after the election, at which about 100 members and their friends were present. J. L. Frederick acted as toastmaster in the absence of the pres. and introduced the following speakers who all made impromptu talks—F. R. Warrick, J. O. Barkley, T. P. Gordon, A. D. Alken, R. M. Bacheller, W. S. Washer, R. R. Calkins, I. A. Vant, C. P. Woolverton, T. S. Brooks, E. H. Clifford and Ewing Herbert. Everyone present had a good time and taking everything into consideration it was the most successful affair of the kind the grain men have ever attempted.—Allan West, asst sec'y.

ST. LOUIS LETTER.

The Marshall Hall Grain Co. presented its employees with large checks as Christmas gifts.

About 75 members and their guests attended the annual Christmas dinner of the St. Louis Grain Club on Dec. 19. The speakers included Thomas B. Teasdale and John O. Ballard.

The annual report of the Merchants Exchange shows a total membership of 1,090, which is a loss of 18 members in the past year. The financial statement shows that receipts from all sources for the year were \$115,520. Expenses, \$112,699.

James W. Griffiths, who for the past year represented on the floor of the Merchants Exchange, the Bartlett Frazier Co., or Chicago, Ill., on Jan. 1 severed his connection with that company and is now local representative for Hulburd, Warren & Chandler, of Chicago.

One of the largest cars of corn ever received at this market was received at the Burlington Elvtr. by the Marshall Hall Grain Co. It arrived over the C. & A. R. R., weighed 124,340 lbs., or about 2,220 bus., and at the present market price, 94c, was worth \$2,076.80.

At the close of the session Dec. 30 the annual New Year's frolic was held. The members and their employes kicked footballs about the trading floor while a great quantity of confetti and hundreds of streamers were tossed from the gallery. Everyone escaped from the fray without any broken bones.

The membership dues for 1917 have been advanced to \$100 and the transfer of a membership to \$100. The redemption and cancellation of 100 memberships, on which the dues for 1917 have been paid, at \$400 each, is recommended to the new board of directors, which will take action on the matter in a few days.

A partial judgment of ouster against the Merchants Exchange, which will prevent the Exchange from supervising grain and issuing certificates of weight to shippers for grain consigned to public warehouses and elvtrs. in this city has been issued by the Missouri Supreme Court. At the instance of Warehouse Commissioner Bradshaw, the attorney-general instituted quo warranto proceedings in the Supreme Court against the Exchange to revoke its franchise upon the ground that it was violating a statute passed by the legislature in 1913, prohibiting anyone weighing grain at public warehouses, except agents of the state.

The following officers were elected Jan. 3 at the annual election of the Merchants Exchange, to serve during the ensuing year. This was the only ticket voted on. Pres., John O. Ballard; first vice-pres., Edward C. Andrews; 2nd vice-pres., Charles L. Niemeier. Directors: Jacob Schreiner, Al. V. Imbs, Trave Elmore, Alex. C. Harsh and Eugene C. Drever, Com'ite of Appeals—James M. Gettys, Louis A. Engel, Arthur C. Bernet, Samuel Plant, Zeb. F. Owings, John J. O'Rourke, Fred W. Seale, M. J. Connor, Otto J. Schulz, Louis T. Hall, Wm. M. Louderman, Erich Picker. Com'ite of Arbitration—Geo. C. Martin, Jr., W. J. Edwards, E. F. Catlin, Gilbert Sears, Hugh J. Brady, George Harsh, James A. Connor, W. K. Stanard, Cary H. Bacon, Robert W. Pommer, Eugene Smith, sec'y.

The following have applied for membership in the Merchants Exchange: H. Lee Early, of Early & Daniels Co., Cincinnati, O.; John M. Flynn, St. Joseph, Mo.; Fren-tiss S. Wilson, Steelville, Ill.; A. D. Aikin, Ralph H. Baumgartner, of B. H. Lang & Co.; George F. Stewart, of Mason Hawpe Grain Co.; William Baldwin, of Barron & Wilson; Alex L. McDonald, of the J. H. Teasdale Commission Co.; Joseph H. Albrecht, Milton C. Hanke, Frank A. Connor, George Kaps and Bernard Dickmann, of this city.

MONTANA

Farmington, Mont.—The new elvtr. will soon be completed and ready for business.

Conrad, Mont.—The Anderson Grain Co. has been incorporated with a capital stock of \$50,000.

Shepard, Mont.—I have removed to Minneapolis, Minn.—A. C. Lundby, former agt. Occident Elvtr. Co.

Brockton, Mont.—I am now mgr. of the Equity Co-operative Ass'n here.—J. C. Sullivan, formerly with Farmers Elvtr. Co., Lakeside.

Wolf Point, Mont.—The Equity Elvtr. Co. has installed a 1,500-bu. Richardson Automatic Elvtr. Scale for its new 30,000-bu. elvtr.

Richey, Mont.—The Occident Elvtr. Co. has let contract for a 35,000-bu. elvtr. to C. E. Bird & Co. A kerosene engine will be installed.

Hysham, Mont.—The Farmers Elvtr. Co. has closed its elvtr. on account of the light crop and S. H. Hanson, mgr., is now at Columbus.

Polson, Mont.—J. H. Cline, at one time prop. of the Concordia Mlg. Co. at Concordia, Kan., is now operating an elvtr. and mill at this place.

Richey, Mont.—The 35,000-bu. elvtr., for which the Montana & Dakota Elvtr. Co. let contract, is now under construction. A gasoline engine will be installed.

Enid, Mont.—I am agt. of the International Elvtr. Co., which has completed the 30,000-bu. elvtr. for which it let contract to T. E. Ibberson.—G. A. Lindgren.

Richey, Mont.—The Imperial Elvtr. Co. has an 18,000-bu. elvtr. under construction, which will be equipped with a gasoline engine for power. C. E. Bird & Co. have the contract.

Denton, Mont.—The Denton Mlg. Co. has been incorporated to operate a 75-bbl. mill. The company will build an elvtr. in the spring and increase the capacity of the mill to 200 bbls.

Dunkirk, Mont.—The Montana Emporium Co., of Galata, the Gallatin Valley Mlg. Co. and our company have built new elvtrs. at this point.—M. E. Poyzer, agt. St. Anthony & Dakota Elvtr. Co.

Columbus, Mont.—I have accepted a position as mgr. of the newly organized Farmers Elvtr. Co., which bot the elvtr. of L. D. Dixon.—S. H. Hanson, formerly mgr. Farmers Elvtr. Co., Hysham.

Glasgow, Mont.—F. W. Feehan, for several years employed at the elvtr. of the Imperial Elvtr. Co. at Nashua, has been appointed buyer at the newly completed 35,000-bu. elvtr. of the Equity Co-operative Ass'n. Coal sheds and warehouses will be erected as rapidly as possible.

Barber, Mont.—I am now employed as mgr. of the Farmers Elvtr. Co. at this place, having resigned as mgr. of the 3 Valleys Co-operative Ass'n at Three Forks. I have also purchased an elvtr. at Stewartdale, N. D., and will engage in business on my own account.—W. A. Clark.

Carter, Mont.—The State Elvtr. Co., operating an elvtr. here, has been made defendant in a suit brot by the First National Bank of Clarkston. The bank alleges that the elvtr. company bot mortgaged grain from O. B. Nelson of this city. It is alleged that a mortgage was held on the wheat to secure payment of \$1,533.21, which has not been paid, except one payment of \$413.20.

Devon, Mont.—New elvtrs. have been erected here this year by the St. Anthony & Dakota Elvtr. Co., Montana Emporium Co., Gallatin Valley Mlg. Co. and our company. All have been receiving grain except the elvtr. of the Gallatin Valley Mlg. Co., which has just been completed.—Geo. Sampson, agt. International Elvtr. Co.

Barber, Mont.—The Farmers Elvtr. Co. is reported to be in financial difficulty to the amount of \$13,000 in cash and about 4,600 bus. of wheat. On June 1, 1916, C. V. Fransom, former mgr., checked up in full with the commission houses and at that time the elvtr. company paid an 8% dividend to its stockholders. The shortage is alleged to have been made since that time. According to report the commission houses, which were furnishing the capital for the elvtr., became suspicious about 2 months ago that the elvtr. was becoming short and sent a representative to Barber, who induced directors to sign a note for \$25,000, and they supposed to secure advances when in reality it was for the purpose of securing any shortage which might later appear. Consequently the directors are personally liable for the alleged shortage.

NEBRASKA

Denton, Neb.—The elvtr. of the Farmers Elvtr. Co. will be enlarged.

Lawrence, Neb.—I am now agt. of the Duff Grain Co.—M. A. Lawrence.

Central City, Neb.—The T. B. Hord Grain Co. has increased its capital stock to \$500,000.

Brule, Neb.—R. Martin has succeeded Herbert Nye as agt. of the Trans-Mississippi Grain Co.

Lincoln, Neb.—We expect to have our new elvtr. completed before Jan. 15.—Ewart Grain Co.

Memphis, Neb.—The Farmers Union Elvtr. Co. has installed a 15-h. p. gasoline engine in its elvtr.

Beverly, Neb.—The elvtr. under construction for F. C. Krotter is expected to be completed by Jan. 15.

Beaver City, Neb.—H. H. Zieme, operating a 14,000-bu. elvtr., will erect a 50-bbl. flour mill in connection.

Clearwater, Neb.—The Farmers Union has built an office and installed new scales. D. C. McCartney is mgr.

Tekamah, Neb.—The elvtr. of the Farmers Elvtr. Co. has been equipped with new scales and 2 new dumps.

Cedar Bluffs, Neb.—Alex. McCauley has succeeded Herman Schneider at the elvtr. of the Farmers Union Assn.

Colon, Neb.—L. E. Wise was elected mgr. of the Farmers Union Co-operative Ass'n at its recent annual meeting.

Pender, Neb.—The John F. Westrand Co., which sold its elvtr. to the Farmers Union, has removed to Crofton.

Ceresco, Neb.—Mont Robb, who has been mgr. of the Farmers Elvtr. Co. at Union, will take charge of an elvtr. here.

Boelus, Neb.—Farmers are organizing an elvtr. company to buy or build an elvtr.—J. W. Davis, agt. T. B. Hord Grain Co.

Paul, Neb.—The Farmers Union built an elvtr. and commenced business on Jan. 1.—Geo. J. Barth, agt. A. B. Wilson, Lorton.

Wausa, Neb.—Leonard Johnson has succeeded Dick Kool, who resigned as mgr. of the Farmers Elvtr. Co., effective Feb. 1.

Sunol, Neb.—Fenske Bros. have completed their new 20,000-bu. elvtr. and are ready for business.—E. Fenske, Lodgepole.

Howells, Neb.—The elvtr. of the Nye-Schneider-Fowler Co. was recently damaged by fire, which started in the engine room.

Coleridge, Neb.—The erection of a 25,000-bu. annex to the elvtr. of the Farmers Grain & L. S. Ass'n and a flour and feed house is contemplated. A 15-h. p. engine and electric lights have been installed in the elvtr.

Hastings, Neb.—The E. Stockham Grain Co. has given all its employees a bonus of 10% of their salaries during the past year, as a present.

Jansen, Neb.—Work on the elvtr. under construction for the Jansen Equity Exchange has been delayed on account of the cold weather.

Irvington, Neb.—The Irvington Mill & Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, John Anderson, Otto Eriksen, and others.

Falls City, Neb.—Philander S. Heacock, of the firm of P. S. Heacock & Son, operating a line of elvtrs. in this state, died Dec. 19, aged 73 years.

Fremont, Neb.—The Nye Schneider Fowler Co. will replace Elvtr. "B," which burned Dec. 19, early in the spring, by a large up-to-date elvtr.

Lorton, Neb.—The Farmers Union took possession, Jan. 8, of the elvtr., which it purchased from James Murray.—Geo. J. Barth, agt. A. B. Wilson.

Oshkosh, Neb.—H. G. Davidson is pres. and W. L. Kimbel sec'y-treas. of the Farmers Elvtr. Co., which has bot the elvtr. of the Oshkosh Lumber Co.

McCandless Jctn. (Nemaha p. o.), Neb.—We have remodeled our elvtr. and it is now in first class condition.—Chas. Devoriss, agt. P. S. Heacock & Son.

Hay Springs, Neb.—The Farmers Co-operative Ass'n has been incorporated, with a capital stock of \$25,000, to do a general grain and seed business.

Primrose, Neb.—The Farmers Elvtr. Co. bot the elvtr. of the T. B. Hord Grain Co., of which I was agt., and I have been transferred to Fullerton.—C. A. Harlen.

Buda, Neb.—The Farmers Grain Co. has build a new office, 2 new coal bins, and repaired its elvtr. preparatory to painting in the spring.—L. M. Sheldon, mgr.

Dodge, Neb.—The plant of the Dodge Mlg. Co., of which Harry Livingston was mgr., burned Dec. 21. It will be rebuilt.—Emil Vitek, agt. Nye Schneider Fowler Co.

Tobias, Neb.—The Equity Grain Co. has retired from the grain business for the present. The lease on the elvtr. it was operating expired Jan. 1 and the building will be sold.

Cedar Rapids, Neb.—The Omaha Elvtr. Co. has purchased for its elvtr., at this point and at Warnerville, a Richardson Automatic Elvtr. Scale, with type registering beam.

Fullerton, Neb.—C. A. Harlen has been transferred from Primrose to succeed Martin Nielson as agt. of the T. B. Hord Grain Co. here. Mr. Nielson was transferred to Monroe.

Yanka sta. (Brainard p. o.), Neb.—J. M. Rutt, who resigned recently as mgr. of the Farmers Grain Co. at Garrison, bot and took possession Jan. 1 of the elvtr. of the Dawson Grain Co.

Doniphan, Neb.—We have purchased the elvtr. and coal sheds of the Scudder Grain Co. and are operating them in connection with our present house.—J. F. Hitt, mgr. Doniphan Grain Co.

Wahoo, Neb.—The Farmers Co-operative Co., operating an elvtr., has bot the Wahoo Corn Mills at receiver's sale. The company will operate the corn mills in connection with its grain business.

Broadwater, Neb.—The Farmers Elvtr. Co. has completed its 15,000-bu. up-to-date iron-clad elvtr. Equipment includes a 5-ton wagon scale, Richardson Automatic Scale, with type registering beam, Hall Signaling Grain Distributor, Success Manlift, rope drive, 8-h. p. kerosene oil engine. The engine room is built entirely of concrete, 12x16 ft., and is set 10 ft. from the elvtr., securing the lower insurance rates. The office and directors' room are built off the driveway and each is 12x13 ft., finished in first-class shape with plenty of light. W. C. Bailey had the complete contract.

Ulysses, Neb.—The state railroad commission has held that the Ulysses Grain Co., against which 100 farmers secured judgments aggregating \$68,000 after the company had failed, violated the state warehouse law.

Crawford, Neb.—J. H. Barnum, operating an elvtr. and coal yard, has taken his sons, Harry L. and George, into the business, and the firm will now be known as the Crawford Grain & Fuel Co., J. H. Barnum & Sons, props.

Ord, Neb.—We have just completed a large plant, exclusively for popcorn. F. T. Weekes is our agt. G. H. Birchard had the contract. Owing to the short crop we will not be able to fill the cribs this year.—Shotwell Mfg. Co., Chicago, Ill.

Morrill, Neb.—The Central Granaries Co. is rebuilding its elvtr. A wareroom, mill and coal shed have been added and the company will handle feed in connection with its grain business. E. L. Light is mgr. and supt. of the western territory.

Paxton, Neb.—The recently incorporated Farmers Co-operative Assn. has purchased a 1,000-bu. Richardson Automatic Elvtr. Scale to be installed in the 15,000-bu. elvtr., for which it let contract to W. H. Cramer. Work on the elvtr. is nearing completion.

Bertrand, Neb.—We are just completing our new 25,000-bu. cribbed elvtr., which we expect to open before Jan. 15. Equipment includes a 15-h. p. oil engine, Barnard & Leas Grain Cleaner, Richardson Automatic Scale, 5-ton wagon scale and a Success Manlift. All bins are hoppers and the foundations are of reinforced concrete. W. H. Bailey had the contract.—Bertrand Equity Exchange.

Wayne, Neb.—The Farmers Union Elvtr. Co. has been organized by members of 4 farmers' unions from this vicinity, and incorporated with a capital stock of \$25,000, with Milo Kremke, F. W. Vahlkamp and others as incorporators. Carl Madsen has been appointed mgr. The company has bot the elvtr. which was operated by the Anchor Grain Co. a number of years ago. Coal will be handled in connection with the grain business.

Elm Creek, Neb.—In the suit brot by the Trans-Mississippi Grain Co. against Wm. Clark and Ed Ray, the grain company was awarded a verdict of \$2,687.50. The suit resulted from the failure of the defendants to deliver 1,400 bus. of wheat which had been contracted for. The jury based its verdict on the difference in the price of the wheat on the open market on the day which was designated at the date of delivery and the contract price.

Elm Creek, Neb.—A judgment in favor of the defendant was returned in the suit brot by the Omaha Elvtr. Co. against A. J. Ulrich. To the charge of failure to deliver wheat which he had contracted to convey to the elvtr. company on a certain date, the defendant pleaded ignorance, stating that when he affixed his signature he did not have his glasses on and that he told the representative of the Omaha Elvtr. Co. that he would take the contract home and investigate it before signing. Another action is pending which was started by Ulrich against the Omaha Elvtr. Co. for damage to credit, etc., by virtue of the proceedings which resulted in clearing Ulrich from blame in the wheat deal. This will be tried at some future session of the court, probably during the May term.

OMAHA LETTER.

The employees of the George A. Roberts Grain Co. were presented with 1/10 of their yearly salary as a Christmas present.

George A. Roberts has purchased from the Udpikie Grain Co., the South Side Elvtr. Possession will be given as soon as the elvtr. is completed at Council Bluffs, Ia., by the C. & N. W. Ry., which will be operated by the Udpikie Grain Co.

NEW ENGLAND

Oxford, Mass.—The Oxford Grain Co. is improving its elvtr. and grain handling facilities.

Boston, Mass.—The annual dinner of the Flour & Grain Club was held Jan. 5 at Young's Hotel.

Mansfield, Mass.—The elvtr. of the Mansfield Mlg. Co., which was destroyed by fire Nov. 11, is still burning.

Boston, Mass.—The recently incorporated John J. White Co. is building a 25,000-bu. brick and wood elvtr. in South Boston.

Plantville, Conn.—We contemplate installing a corn mill, with elvtr. for corn and oats, of about 20,000 bus. capacity.—C. A. Cowles.

Portland, Me.—E. A. Clark & Co. incorporated to handle grain and feed; capital stock, \$50,000; incorporators, Frank L. Clark, pres.-treas.; E. A. Clark and Raymond J. Clark.

South Windsor, Conn.—The Farmers Mlg. Co. incorporated to deal in grain and flour; capital stock, \$15,000; incorporators, Fred H. Olmsted, Horace D. Granger of East Hartford, and Henry H. Hunt of Glastonbury. The company will start business with \$8,000 capital stock.

NEW JERSEY

Vernon, N. J.—The firm of J. J. Bartholomew & Son has incorporated with a capital stock of \$60,000.

NEW YORK

Oswego, N. Y.—F. D. Lapelle of Swanton, Vt., is now mgr. of the elvtr. and mill of the Oswego Mlg. Co.

Niagara Falls, N. Y.—The grain warehouse of the Niagara Falls Mlg. Co. was damaged by fire Dec. 15, to the extent of \$1,500.

Buffalo, N. Y.—The Chamber of Commerce held its annual dinner on Jan. 9. The annual election of officers is being held Jan. 10.

NEW YORK LETTER.

Carl F. Andrus has been taken into partnership by his father, C. Walton Andrus, and the firm name is now C. Walton Andrus & Co.

The Compania Trans-Atlantica has been refused representation on the trading floor of the Produce Exchange because of failure to comply with the rules and regulations of the Exchange.

Members of the Produce Exchange gave the 11th annual year-end entertainment and distribution of presents to 1,838 poor children of the city Dec. 30 on the floor of the Exchange. Almost 160 crippled children enjoyed the entertainment, which included a circus.

NORTH DAKOTA

Crystal Springs, N. D.—Farmers will build an elvtr. in the spring.

Stanley, N. D.—The Farmers Elvtr. Co. has installed 2 new legs and a cleaner.

Underwood, N. D.—G. W. Gentz, agt. of the Occident Elvtr. Co., died Dec. 21, aged 56 years.

Hankinson, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is not now in operation.

Calio, N. D.—I will install a hopper or automatic scale.—Leo L. Kruchten, prop. Independent Elvtr.

Karlsruhe, N. D.—The Kanning Grain Co. has purchased a 2,000-bu. Richardson Automatic Elvtr. Scale.

Hope, N. D.—We have installed a new cockle machine in our elvtr.—R. E. Young, mgr. Farmers Grain Co.

Courtenay, N. D.—The elvtr. of the Farmers Co-operative Ass'n has been improved at a cost of \$1,000.

Minto, N. D.—The elvtr. of the Ely-Salyards Co. burned Dec. 29, with about 1,000 bus. of grain. Loss, \$5,000.

Marion, N. D.—H. N. Peterson, formerly mgr. of the Farmers Elvtr. Co., has removed from this city.—P. M.

Cleveland, N. D.—I am now agt. of the Occident Elvtr. Co., succeeding M. N. Pratt, who has removed to Berlin, N. D.—H. F. Scott.

Murray sta. (Mayville p. o.), N. D.—Carter E. Pendergast, formerly agt. for the Andrews Grain Co. here, has removed to Larimore.—P. M.

Ardoch, N. D.—The elvtr. of the Ely-Salyards Co. burned recently. The fire is thot to have been caused by sparks from a passing locomotive.

Starkweather, N. D.—The Starkweather Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Archie Currie, E. B. Hartman, and others.

Stanton, N. D.—The directors of the Farmers Elvtr. Co. have decided to build a new elvtr. as soon as the weather will permit.—Geo. Boepple, mgr.

Alamo sta. (Zahl p. o.), N. D.—P. A. Highum is building a 22,000-bu. elvtr., equipped with a kerosene engine. C. E. Bird & Co. have the contract.

Grenora sta. (Howard p. o.), N. D.—The Occident Elvtr. Co. is building a 35,000-bu. elvtr. C. E. Bird & Co. have the contract. Power will be furnished by a kerosene engine.

Bowman, N. D.—J. M. Folsom, who for the past 2 years has been employed at the elvtr. of the Western Lumber & Grain Co., has gone to Minneapolis to take a position with a grain firm.

Grenora sta. (Howard p. o.), N. D.—A 22,000-bu. elvtr. is under construction for P. A. Highum. C. E. Bird & Co. have the contract for the house, which will be equipped with a kerosene engine.

Stewartsdale, N. D.—I have purchased the elvtr. of the Bismarck Elvtr. & Investment Co. and contemplate operating it on my own account. I bot grain here for 2 seasons.—W. A. Clark, mgr. Farmers Elvtr. Co., Barber.

Hamburg, N. D.—We are operating the elvtr., which we took over from the Regan & Lyness Elvtr. Co. It is located on the G. N. and is fully equipped with up-to-date machinery.—A. J. Scheer, mgr. H. C. Scheer & Son.

Edinburg, N. D.—The St. Anthony & Dakota Elvtr. Co. has opened its elvtr. with A. Svensrud as agt. Mr. Svensrud was agt. of the Imperial Elvtr. Co. before the elvtr. was sold to the Farmers Elvtr. Co., whose elvtr. burned Dec. 11.

OHIO

Antwerp, O.—Farmers are organizing an elvtr. company.

Richwood, O.—R. R. Gill is now mgr. of our company.—Richwood Grain Co.

Norwalk, O.—F. A. Jenkins will install a 750-bu. Richardson Automatic Elvtr. Scale.

Wilmington, O.—The J. V. Metzger Hay & Grain Co. has removed its offices to new quarters.

Troy, O.—We are no longer in the grain business.—C. A. Fish, sec'y Troy Tile & Brick Co.

Loudonville, O.—Geo. W. Heyde has succeeded B. T. Craig as mgr. of the Farmers Equity Exchange Co.

Coshocton, O.—The Hanley Mlg. Co., operating an elvtr. and mill, will rebuild its plant, which burned Oct. 16.

Carey, O.—The recently incorporated Carey Mill & Elvtr. Co. has elected E. B. Kurtz pres. and D. C. Henry general mgr.

Sidney, O.—We have opened a branch office in this city with H. W. Wise in charge.—W. H. Perrine & Co., Chicago, Ill.

Troy, O.—The Allen & Wheeler Co. has installed a 1,000-bu. Richardson Automatic Elvtr. Scale, complete with residue beam.

Brice, O.—The Motz-Cook Grain Co. incorporated; capital stock, \$30,000; incorporators, J. H. Motz, Wm. E. Cook, and others.

Warren, O.—M. C. Mayhew, whose plant at North Bristol burned last summer, has bot an interest in the Wadsworth Feed Co., operating an elvtr., mill, corn drier and warehouse here.

Chillicothe, O.—The Standard Cereal Co. owns the only elvtr. here. We understand that Mr. Weidinger took an option on some land here about a year ago, but has done nothing toward building an elvtr.

Atwater, O.—Farmers have formed an elvtr. company. An elvtr. has been leased and a mgr. placed in charge. Coal, lime, cement and feed will be handled in connection with the grain business.

Lilly Chapel, O.—We will commence our new elvtr. about Mar. 1. It will be up-to-date in every respect and will be built on the site of the old one. Mr. Wood is in Florida for the winter.—Farrar & Wood, per K.

Columbus, O.—The state fire marshal is investigating the origin of the fire which destroyed the plant of the Buckeye Grain & Mfg. Co. Dec. 15, to determine whether it was incendiary. The fire in the smouldering ruins broke out afresh Dec. 20.

Rudolph, O.—The farmers have bot the elvtr. of the Royce & Coon Grain Co., formerly owned by myself. They took possession Jan. 2 and are operating under the name of the Liberty Grain Co. I am managing the plant for a while.—H. J. Rudolph.

Lancaster, O.—The Shaw-Turner Co., composed of J. G. Shaw, Clay H. Shaw, G. E. Turner and P. D. Turner, has purchased the Butler Bldg. at this place. In addition it has taken over the elvtr. of Shaw, Brennan & Co. at Rushville and North Berne and the elvtr. property of the late G. W. Lamb at Hooker. The company will do a general grain, seed and hay business.—G. E. Turner.

Ansonia, O.—J. W. Houseman, who owned the elvtr. here which C. E. Harmony was operating under lease when it burned June 20, 1916, has bot suit against C. E. Harmony and made the Grain Dealers National Insurance Co. party defendant. By this petition the insurance company is asked to pay the amount of the loss into court. Another suit bot by Mr. Harmony against the insurance company is for payment of the loss.

Toledo, O.—The annual election of the Produce Exchange resulted in the choice of the following as officers for 1917: For pres., Jesse W. Young; first vice-pres., Harry R. De Vore; 2nd vice-pres., Frank W. Annin; sec'y, Archibald Gassaway; treas., Fred Mayer; directors, Cyrus S. Coup, Fred O. Paddock, Frank I. King, David Anderson, Ezra L. Southworth, H. Wallace Applegate, Frank R. Moorman, Geo. D. Woodman, Richard S. Sheldon and Raymond P. Lipe; com'ite of arbitration: E. L. Camp, L. A. Mennel, J. A. Smith, K. D. Kellholtz, C. W. Mollett, E. A. Nettleton and Fred W. Jaeger. Com'ite of appeals: W. H. Haskell, R. L. Burge, F. C. King, G. J. Ruud, W. A. Boardman, O. H. Paddock, J. Wickenhiser, A. Mennel, C. S. Burge, D. W. Camp and L. J. Ulrich.

CINCINNATI LETTER.

The annual frolic of the Hay & Grain Exchange of the Chamber of Commerce was held Dec. 30 at noon at the Bismarck Cafe. Alfred Gowing was chairman of the entertainment com'ite.

The annual election of officers of the Chamber of Commerce is being held Jan. 10. The nominating com'ite selected the following candidates for directors, 6 to be chosen: Austin A. Breed, Charles A. Culbertson, Joseph D. Englebert, Frank S. French, Alfred Gowing, Dwight Hinckley, Roland A. Meyer, Robert W. Pogue, James A. Reilly, Charles F. Robb, L. W. Smith and H. Stein.

OKLAHOMA

Oklahoma City, Okla.—R. H. Drennan, of the R. H. Drennan Grain Co., was be-reaved recently by the death of his son, Melvin, who was killed in an automobile accident.

Welch, Okla.—A 40-h. p. gas engine has been installed in the elvtr. of H. B. Campbell.

Pitcher sta. (Pitcher p. o.), Okla.—A 40,000-bu. elvtr. will be erected at this station.

Blanchard, Okla.—The capital stock of the Blanchard Grain & Gin Co. has been decreased from \$25,000 to \$6,000.

Chelsea, Okla.—U. S. Jeffries, head of the Chelsea Mill & Elvtr. Co., has been elected county treasurer of Rogers County.

Carmen, Okla.—The O. W. Reeg Grain Co. has been incorporated, with O. W. Reeg, M. A. Reeg and E. Reeg as incorporators.

Fargo, Okla.—The Fargo Farmers Elvtr. & Supply Co. has been organized and will be incorporated with a capital stock of \$10,000.

Hollis, Okla.—Hollis Mill & Grain Co., Ltd., incorporated; capital stock, \$10,000; incorporators, J. W. Butler, E. N. Dial and T. Tyler.

Hobart, Okla.—I have bot the elvtr. of the Chalfant-Nelson Grain Co. and am operating it on my own account.—Frank W. Nelson.

Nash, Okla.—The Mills Bros. Grain Co. has purchased a 750-bu. Richardson Automatic Scale, with type registering counter, for its new 10,000-bu. elvtr.

Thomas, Okla.—The Farmers Grain & Supply Co. has purchased a 1,250-bu. Richardson Automatic Scale, with type registering beam, for the 13,000-bu. elvtr. for which it let contract to the White Star Co.

OREGON

Portland, Ore.—The Balfour, Guthrie Co. is erecting grain bins at a cost of \$9,000.

Portland, Ore.—The Globe Grain & Mfg. Co. has presented all of its employees with 6% of their salary for the last 6 months as a present. Grain handlers and workmen on the dock were included in the list of employees.

Astoria, Ore.—We are doubling the capacity of our warehouse and flour mill. We have added another building to our warehouse and are simply filling the vacant side of our mill building with machinery in order to double the capacity of our mill.—Astoria Flouring Mills Co.

Pendleton, Ore.—The Farmers Union Grain Agency has installed a 1,500-bu. Richardson Automatic Elvtr. Scale, with type registering beam, in its elvtr., for which contract was let to the Burrell Engineering & Construction Co.

PENNSYLVANIA

Scotland, Pa.—C. M. Horst, owner of an elvtr. at Hagerstown, Md., is now mgr. of the C. V. Elvtr. here.

Chambersburg, Pa.—The Lakeview Mfg. Co. has installed a 750-bu. Richardson Automatic Grain Receiving Scale, with residue beam, in its new 35,000-bu. elvtr.

Erie, Pa.—Work on the new elvtr. for the Erie & Western, has been retarded for the past 2 weeks on account of the zero weather. The Stephens Engineering Co. has the contract.

PHILADELPHIA LETTER.

The Quaker City Flour Mill Co. will improve its elvtr. and mill at a cost of \$10,000.

John W. Eshelman has completed a concrete elvtr. in connection with his grain warehouse.

Charles Z. Weiss, grain and flour dealer of Avon, Pa., has applied for membership in the Commercial Exchange.

The statement that the Pennsylvania Railroad Co. had given notice that orders for shipments of grain to vessels or cars could not be accepted if bearing the notation "As inspection directs," is incorrect and misleading. The loading of grain from public elvtrs. at this port is under the supervision of our grain inspector.—A. B. Clemmer, sec'y Commercial Exchange.

SOUTH DAKOTA

Canton, S. D.—The Farmers Elvtr. Co. has built a new warehouse.

Brookings, S. D.—The Farmers Co-operative Co. has built a new office.

Tripp, S. D.—The Farmers Elvtr. Co. has added live stock to its grain business.

Sioux Falls, S. D.—The German Grain Co. will build a 5,000-bu. frame warehouse.

Isabel, S. D.—Farmers have formed a company and will build an elvtr. in the spring.

Roslyn, S. D.—F. E. Swanson has purchased a 1,250-bu. Richardson Automatic Elvtr. Scale.

Emery, S. D.—J. Driscoll, former mgr., has bot the 40,000-bu. elvtr. of the Farmers Mutual Elvtr. Co.

Hudson, S. D.—The Farmers Elvtr. Co. has improved its elvtr., adding electric power and a new rope drive.

Sioux Falls, S. D.—W. H. Moore is no longer connected with the Flanley Grain Co. and will go with another grain company.

Timber Lake, S. D.—The Farmers & Merchants Mill Co. will erect a flour mill at this place in the spring.—J. B. Behrends, mgr., Firesteel.

Wentworth, S. D.—R. H. Hutchinson has succeeded L. F. Hartwick as mgr. of the Farmers Elvtr. Co. Mr. Hartwick is now county auditor.

Akaska, S. D.—Huber & Keim have succeeded the Eureka Feed, Flour & Grain Co. The Pacific Elvtr. Co. operates the other elvtr. here.—H. E. L.

Brown Siding (no p. o.), S. D.—The Miller Elvtr. Co. has let contract for a 20,000-bu. elvtr. to C. E. Bird & Co. Power is furnished by a gasoline engine.

Dupree, S. D.—The Geo. C. Bagley Elvtr. Co. will erect a 4-bin coal shed and handle coal in connection with its grain business. We are greatly in need of an up-to-date elvtr. at our station.—W. T. Searson.

Frankfort, S. D.—The elvtr. of the Frankfort Mill & Elvtr. Co. burned Dec. 30. It contained about \$11,000 worth of grain. Total loss, \$17,000; insurance, \$12,500. The fire was probably caused by a defective flue.

Westport, S. D.—We have purchased the elvtr. of J. G. Brady, on the Milwaukee, and will make no material changes at this time other than to operate a flour mill in connection. R. L. Gernon is pres., O. C. Matteson vice-pres., and R. T. Brooks sec'y-treas.—Electric Mfg. & Grain Co.

Sioux Falls, S. D.—At the annual meeting Dec. 12 of the Farmers Grain Dealers Assn. of South Dakota resolutions were adopted instructing the directors to aid the Farmers Elvtr. Co. of Vermillion and Burbank in its suit to have the Interstate Commerce Commission rule that cars must be apportioned according to amount of grain shipped by the different elvtrs. Instead of in rotation, as at present; favoring Government ownership of railroads; demanding of the railroad commission rates proportionately as low as those in Minnesota; that the law on insurance of cash or storage tickets be amended to extend the time limit to six days, and that the legislature enact a state grain inspection law under the provisions of the federal grain grades act.

SOUTHEAST

Dublin, Ga.—The Oconee Mfg. & Elvtr. Co. is making plans to improve its plant.

Bluefield, W. Va.—The Rector-Barnam-Taylor Co. incorporated to handle grain and feed; capital stock, \$10,000; incorporators, O. A. Rector, H. L. Burnam and others.

Gulfport, Miss.—The Gulfport Grocery Co. has bot a Richardson Automatic Portable Sacking Scale, to weigh corn or oats into 5-bu. sacks at the rate of 4 or 5 sacks per minute.

Elsmere, Del.—The Mark & McDonald Co. has been incorporated, with a capital stock of \$30,000, to handle grain and flour.

Savannah, Ga.—Johnson & Helmken have succeeded Beckmann & Johnson, F. G. Beckmann having withdrawn from the business.

TENNESSEE

Bluff City, Tenn.—The plant of the Bluff City Mfg. Co. has been destroyed by fire. —X.

Johnson City, Tenn.—The Model Mills Co. has installed several Invincible Grain Cleaners in its elvtr.

McMinnville, Tenn.—The T. L. Lance Grain Co. has purchased the grain and feed business of G. D. Oliver & Co.

Carthage, Tenn.—The Rewoda Mfg. Co. contemplates the erection of an elvtr. for wheat and corn with a capacity of about 7,000 bus.

Obion, Tenn.—The Obion Mill & Elvtr. Co., of Obion County, incorporated; capital stock, \$40,000; incorporators, John Fox, R. L. Fox and others.

MEMPHIS LETTER.

At the annual election of officers of the Grain & Hay Ass'n, S. E. Rison was elected pres., L. P. Cook, vice-pres., and C. B. Stafford was re-elected sec'y-treas. The following 4 directors were chosen: T. B. Andrews, S. F. Clark, J. B. Horton and S. T. Pease.

The following candidates will be voted on at the annual election of the Merchants Exchange on Jan. 13: For pres., Geo. F. Macgregor, E. T. Lindsey; for vice-pres., S. E. Rison, J. T. Morgan; for directors, J. H. Du Bose, W. P. Brown, Ernest Wheeler, E. E. Buxton, W. F. Meath, J. L. Nessly, L. P. Cook, M. M. Bosworth, J. J. Wade, W. E. Holt, J. M. Trenholm, Sim. F. Clark, L. B. Lovitt, G. E. Patteson, S. T. Pease and W. C. Johnson.—Nat. S. Graves, sec'y.

NASHVILLE LETTER.

Harrison, Throop & Co. have engaged in the grain brokerage business, with offices in the Independent Life Bldg. The firm is composed of R. W. Harrison and Willard L. Throop.

The Grain Exchange has removed to the new Commercial Club Bldg. It now has spacious offices on the 4th floor for the offices of Sec'y John C. Bennett, Chief Inspector J. T. Roberts and assistants.

TEXAS

Wichita Falls, Tex.—The Hunt Grain Co. has let contract for a 220,000-bu. elvtr.

Bryan, Tex.—We have installed a 5-bu. Richardson Scale in our 35,000-bu. elvtr.—H. T. Lawler Mill & Elvtr. Co.

Byers, Tex.—The elvtr. and corn mill of W. H. Dowlen & Sons burned recently. The loss is estimated at from \$12,000 to \$15,000.

Ft. Worth, Tex.—The West Texas Grain Co., of Sweetwater, has been admitted to membership in the Texas Grain Dealers Ass'n.

McKinney, Tex.—The Burrus Mill & Elvtr. Co. has given as a Christmas present and bonus to its employees approximately \$4,000.

Galveston, Tex.—C. B. Wright, ass't grain inspector for 10 years at Ft. Worth, has been appointed federal grain supervisor at this place.

Houston, Tex.—The erection of a 1,000,000-bu. elvtr. on the ship channel, to cost \$1,000,000, is being considered by members of the harbor board.

Houston, Tex.—The Pritchard Rice Mill has been equipped with a Richardson Automatic Sacking Scale, for weighing brewers rice into 240-lb. sacks.

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. gave its employees who have been in its employ over a year \$50, and those less than a year \$25, as a Christmas gift.

Ft. Worth, Tex.—Members of the Cotton & Grain Exchange contributed nearly \$150 to a fund raised to furnish a Christmas dinner for the poor of this city.

Wichita Falls, Tex.—The Wichita Mill & Elvtr. Co. has completed the new 200,000-bu. annex to its elvtr. The Burrell Engineering & Construction Co. had the contract.

North Ft. Worth, Tex.—The office of the Kansas City Grain Co. was entered recently by a thief, who was caught in the act. He is now under indictment for burglary.

Nacogoches, Tex.—The W. T. Wilson Grain Co., which was established by the late W. T. Wilson, has been incorporated with a capital stock of \$15,000 by Ben T. Wilson, Thos. F. Baker, F. R. Penman and Eugene H. Blount.

San Antonio, Tex.—We have about completed our new 6-story strictly fireproof daylight mill and are installing the machinery. It will be in operation by Mar. 1.—Guenther Mfg. Co.

Sherman, Tex.—The Phoenix Elvtr. Co. is the name under which the large public concrete elvtr. now being erected by G. B. R. Smith and associates will be operated when completed. The company has been incorporated with a capital stock of \$160,000.

Denton, Tex.—The Alliance Mfg. Co. will make improvements this year which will cost \$75,000. New machinery will be installed thruout and the storage capacity will be doubled. Later in the year 8 concrete elvtrs. will be erected with a capacity of 200,000 bus. Two additional switch tracks will be laid west of the mill as soon as the elvtrs. are built.

Seymour, Tex.—The elvtr. of the Seymour Mill, Elvtr. & Light Co. burned Dec. 26. The origin of the fire is unknown, as the plant had been closed since Dec. 20. Loss on the elvtr., \$12,000; insurance, \$5,000. The building contained between 5,000 and 7,000 bus. of grain and \$5,000 worth of bran and chops was stored in the adjoining warehouse, which is practically a total loss, with only \$9,000 insurance.

Fort Worth, Tex.—I want each grain dealer to see his representative or senator and get the heavy telephone users to explain to them how the public has been imposed upon by the Southwestern Telephone & Telegraph Co., by withdrawing the sale of coupons, cancelling night rates, changing the system of assessing calls, advancing the charges for telephone calls, which has resulted in the advance of rates for telephone calls from 50 to 150 per cent, and state to them that a bill will be introduced in the legislature placing these telephone companies under State control, preferably the Railroad Commission, and urge them to support the measure when it comes up. What we want and what we need is legislation placing these companies under state control, and we think the Railroad Commission is the proper place to put them, since the Interstate Commerce Commission has assumed, in a manner, control over the telephone and telegraph companies, claiming that they constitute interstate commerce. All our Ass'n and its members want is a fair and square, open day-light deal, and as above stated, if the telephone company is rendering proper service and is not charging too much for it, we have no complaint, but we do not think it is unreasonable nor unfair to have them placed under State control so that these matters can be determined by a competent official body.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

UTAH

Logan, Utah.—The Thatcher Mfg. & Elvtr. Co. has transformed the unsightly canal banks east of its plant into a beautiful summer park.

WASHINGTON

Mansfield, Wash.—Work is progressing on the 50x50 ft. addition to the elvtr. of the Pacific Coast Elvtr. Co., of which E. W. Baker is mgr.

Odessa, Wash.—The warehouse of the Seattle Grain Co. burned recently, with about 7,000 bus. of wheat.

Amber, Wash.—The report that an elvtr. is being erected here is incorrect. We have a warehouse, operated by the Farmers Grain & Supply Co., which handles sacked grain mostly.—X.

Mansfield, Wash.—E. L. Olwell has installed a 1,250-bu. Richardson Automatic Elvtr. Scale in its new 60,000-bu. elvtr., which has just been completed by the Burrell Engineering & Construction Co.

Seattle, Wash.—Indications are that the new Arctic Bldg. will be the grain dealers' Seattle center. The Merchants Exchange has taken rooms on the 3rd floor. The Albers Bros. Mfg. Co., Northern Grain Co., Tri-State Grain Co. and Stevens, Smith & Co. have removed their offices to this building, which was opened Jan. 2.

WISCONSIN

Eden, Wis.—Peter Braun has bot the elvtr. and general store of Flood & Hildebrand.

Manitowoc, Wis.—The William Rahr Sons Co. has given \$10,000 in cash gifts to its employees for Christmas.

Shawano, Wis.—The Cereal Mills Co. will move its elvtr., managed by Charles Eberline, to another location in the spring.

Baraboo, Wis.—The Johnston Fuel & Warehouse Co. has recently installed a 1,000-bu. Richardson Automatic Elvtr. Scale.

Amery, Wis.—Howard Conkey has been elected mgr. of the Equity Society, which has bot the elvtr. of the Osceola Mill & Elvtr. Co.

Appleton, Wis.—The Wisconsin Malt & Grain Co. presented each of its 40 or more employees with a basket filled with a Christmas dinner and a \$10 bill.

Monroe, Wis.—The 10,000-bu. elvtr. operated under the name of the Model Mill, has been closed for nearly a year. F. Dahms, former prop., was killed 2 years ago.

Superior, Wis.—Spencer, Kellogg & Sons have bot the 150,000-bu. elvtr. and other property of the American Mfg. Co. Walter N. Totman, of the Barnum Grain Co., will represent the elvtr. on the exchange floor.

MILWAUKEE LETTER.

An elvtr. will be built next year by the Milwaukee Railroad at a cost of \$125,000.

The interest on advances under the rules of the Chamber of Commerce is 6% for the month of January.

The Milwaukee Elvtr. Co. is installing a 1-bu. Richardson Automatic Mill Grain Scale, with type registering counter.

The J. B. A. Kern & Sons Co. will rebuild the Berger-Crittenden Mill and erect an elvtr. to cost \$100,000 adjoining it.

The Uptide Grain Co., which operates the Kinnickinnick Elvtr., has installed a 3-bu. Richardson Automatic Stationary Sacking Scale.

Simons, Day & Co. of Chicago, Ill., on Jan. 1 established a branch office in the Insurance Bldg., with Sherman F. Trask, who was with the Taylor & Bournique Co., as resident mgr.

The following memberships in the Chamber of Commerce have been transferred: A. W. Friese (additional), Arthur J. Atkins, L. P. Rosenheimer, Frank J. Phelan (additional) and J. J. La Due.—H. A. Plumb, sec'y.

The last business session of the year was closed with a revival of the old time hilarity on the trading floor of the Chamber of Commerce. The air was filled with flying grain and grain bags, 2 of which met in the air and started an electric fan. When the hostilities had closed, both sides claimed the victory.

WYOMING

Pine Bluffs, Wyo.—L. Smith is now mgr. of the Pine Bluffs Farmers Clearing House.

Supply Trade

CHICAGO, ILL.—The Central Scientific Co. has increased its capital stock from \$35,000 to \$100,000.

THERE would be no need of vigilance committees if all advertising were as clean as that of the business papers.—*Class.*

NO. PLATTE, NEB.—The past year's business with me has been very good, in fact I have had all I could handle.—W. H. Cramer.

PEORIA, ILL.—The Ideal Grain Weigher Co. has been incorporated by P. R. Miller, S. L. McKinney and G. W. Burton with a capital of \$50,000.

WHEN a man says he is not influenced by advertising, make him prove it with an inventory of his possessions.—Geisinger.

AS a filler for the calendar distributed by them several years ago, the S. Howes Co. is sending out cards containing the monthly calendar.

PT. WASHINGTON, WIS.—John Gilson, founder and until recently associated with the Gilson Mfg. Co., has purchased the South Side Foundry in this city and will do a general foundry and machine shop business.

NEWCASTLE, IND.—The Enterprise Seed Cleaning Machine Co. has been incorporated with a capitalization of \$10,000 to manufacture seed cleaning machinery. The incorporators are O. C. and T. J. Hatfield and F. P. Davis.

THE FEDERAL Trade Commission having failed to show up the print paper trust, the Attorney General has instituted an inquisition to determine the cause of the 200 to 300 per cent increase in the price of paper. As soon as he fails Congress may select another commission to try its hand at uncovering the truth.

DAYTON, OHIO.—G. E. Keller as a stockholder and creditor has filed suit in the common pleas court against the Barbeau Grain Hulling Machine Co. The company was incorporated with a capital stock of \$50,000, \$20,200 of which has been issued and paid. Grain dealers must not in any way associate this company with the well known S. Howes Co. of Silver Creek, N. Y., notwithstanding the similarity of the names of officers of each company. The S. Howes Co. is in no way directly or indirectly connected with this company.

SILVER CREEK, N. Y.—In the new Eureka catalog, No. 75, the S. Howes Co. shows its complete line of grain cleaning machinery, including receiving elevator separators, oat clippers, corn cleaners, scourers, special separators, magnetic separators, washers, grain driers, dust collectors, testing machines and aspirators. Besides the usual tables of dimensions and capacities of the different machines this catalog contains a description and details of each machine, enabling the prospective buyer to select the one most suited to his needs. A dozen scourers are thus shown, and the special separators and cleaners alone require a whole page of index, the different classes of machines being readily found by means of the 21 marginal indexes. The book is of the convenient catalog size, 6x9 inches, with round corners, and comprises 224 pages of enameled book paper in a flexible green and gold cover.

THE postoffice appropriation bill submitted to Congress recently contains a provision transferring catalogs from the parcel post classification back to third class rates. This means, if the bill goes through with this clause as it now stands, that the manufacturers of grain elevator supplies, who distribute catalogs will be compelled to pay 8c a pound postage on their catalogs instead of 2c, as at present. The abuse of the parcel post privilege by the mail order houses has caused the postoffice department to come in for severe censure for permitting them to cheat the government. Hence the change in the bill.

Silent Chain Drives in Elevator Operation.

The Cleveland Grain Co., Cleveland, Ohio, is now operating its Elevator "A," Stones Levee, through Silent Chain Drives. Formerly group drives were used, with transmission through rope drive. Now individual motor drives are employed, operating through Link-Belt Silent Chain. This permits placing the motor close to the driven machine, affording compact and convenient arrangement, economizing in operating space.

Link-Belt Silent Chain is said to be over 98% efficient. Through the use of individual motor drive and Silent Chain the friction load and slippage losses of long runs of line-shafting and rope transmissions are eliminated. The saving in power consumption alone is large, and frequently such saving soon pays for the investment in the improved transmission.

An aggregate of 30 Silent Chain Drives are used in Elevator "A" operating legs, conveyors, marine leg, car pullers, car unloaders, aspirators, hoists, clippers, etc. The drives range from 7½-h.p. to 65-h.p.

The Link-Belt Silent Chain Drives in the elevator of the Cleveland Grain Co. are operated in "Safety First" casings, protecting the workmen, and also excluding dust from the drives. The casings are oil tight, and the drives operate through oil at all times. The long life of the drive is assured with a minimum of attention.

Renewable Spout Bottom.

How many times has the elevator man reluctantly discarded a flexible spout that had been in use only a short time and was in perfectly good condition, except for a small hole in the bottom.

The wear on a spout always comes on the bottom where the grinding effect of the falling grain is the heaviest; and if the bottoms could be replaced without discarding the entire spout a big saving could be made. To accomplish this Wm. A. Whitmore has invented the flexible spout shown in the engraving herewith, having an opening cut in the bottom of each section to be closed by a separate piece of sheet metal overlapping the piece in the next section of the spout, to form a continuous bottom of renewable metal. The renew part is of the simplest and cheapest construction, each piece having only the two lugs, G, riveted thereto. If long service is desired the renew parts can be made of thicker or harder metal. A common laborer can take out the old and put in the new bottoms in a few minutes.

THE MICHIGAN BEAN GROWERS ASS'N is being investigated by U. S. District Atty. Myron H. Walker at Grand Rapids, Mich.

1917 Elevator Prospects.

James Stewart & Co., Chicago.—As to elevator prospects for 1917, would say that generally speaking they are about normal from our point of view.

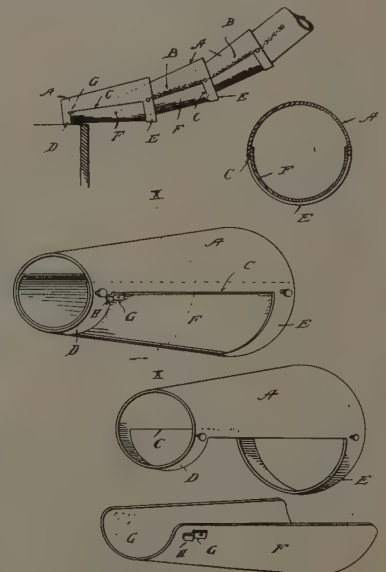
Burrell Engineering & Construction Co., Chicago.—Regarding prospects for business during 1917, wish to say that we now have more advance business booked than at any time in the history of our company. The year just ended was the most successful in our experience, and our operations covered all of the grain producing states. Business in the central part of the country was not as good as usual, and in the Eastern states, there was none to be had.

White Star Co., Wichita, Kans.—In regard to the prospects for the coming year, will say we have contracted during the last three weeks for six new steel elevators for one firm, and from 15 to 20 studded elevators for another firm. Prospects are much better than ever before at this time of the year.

Geo. W. Quick & Sons, Tiskilwa, Ill.—From our point of view the prospects for 1917 are very bright indeed.

Fegles-Bellows Engineering Co., Ltd., Ft. William, Ont.—The prospects for 1917 at the Head of the Lakes, where the largest percent of the Canadian elevators are built, is somewhat clouded at this time owing to the recent action of the Board of Grain Commissioners in respect to hospital elevators. Elevators operating under the hospital license have been exceeding the limitations of this license in that they were mixing grain. The Board decrees that on Feb. 1st they must adhere strictly to the law, and no mixing will be allowed. This would, of course, allow the elevators now built to proceed as before, taking care of their trade, and would perhaps encourage the building of more elevators having in mind particularly the handling of lower grade stuff. The 1916 Canadian crop was much less than 1915, and had the effect on the elevator business of cutting the ideas of the required capacity of the Head of the Lakes.

FIFTY-TWO VESSELS containing 16,000,000 bus. of grain, mostly for export, are lying in Buffalo harbor waiting to be unloaded.



Construction Detail of Renewable Spout.

Unsatisfactory Machine Must Be Returned in a Reasonable Time.

A grain separator to be installed in his elevator at River Falls, Wis., was sold to Colton Whitcomb in February, 1915, by the J. L. Owens Co., at a contract price of \$425, the contract guaranteeing that the cleaner would handle 200 bushels per hour, and in separating wheat and oats to leave no wheat in the oats and only one-half of 1 per cent of oats in the wheat cleaned. It is conceded that the machine would not separate as cleanly as mentioned in the contract if it was kept up to the speed required to clean 200 bushels per hour.

Whitcomb was in California when the machine was put in Mar. 2, and his man, Nebel, in charge of the elevator, wrote that the machine did not comply with the guaranty. Whitcomb telegraphed Nebel:

"From your letter cleaner does not perform as agreed. Would not pay but both wire and write Owens I will return April 30th will then take up the matter with them."

Nebel neglected to write or telegraph Owens, who on Mar. 29 wrote that sufficient time had elapsed for Nebel to have communicated with Whitcomb and made draft, which was not paid.

The machine was kept in operation until the return of Whitcomb, who then writes on May 1 to the plaintiff insisting that the machine did not do the work expected, that it must be taken out and the old separator installed according to agreement. The machine was not difficult to install or operate and could be tested in a few hours.

When the J. L. Owen Co. brot suit, the circuit court of Pierce County gave judgment for Defendant Whitcomb, but the Supreme Court of Wisconsin on Dec. 5 reversed this and gave Owens judgment for \$420 with interests and costs, holding:

One Finn, who was employed from time to time by the defendant about the elevator, said he overheard a conversation between Nebel and Owens, and that Nebel said that he either would not accept the machine or Mr. Owens must wait until defendant came home, and that Mr. Owens said in reply that he would wait until defendant came. Owens positively denies any such agreement, and Nebel, who was admittedly in charge for the defendant, does not himself so testify, his version of the conversation being that he told Owens that he was not satisfied enough with the machine to pay for it, and he would have to wait until he could communicate with defendant, and that Owens agreed to do so, and that Nebel did write to Whitcomb, and received the telegram given above. The facts and circumstances also clearly indicate that Finn's version of the conversation was a mistake. The fact that Nebel did write to the defendant and the tone of the telegram from defendant indicates very clearly that Nebel and Whitcomb did not understand that there was any definite agreement to wait. We must therefore hold that there is not evidence to support such finding, and it must be set aside.

From March 20th on the machine was used by defendant in its operations in the mill. Such use for that length of time was unnecessary for any reasonable test to be made of the same, and must under the repeated decisions of this court be considered an acceptance.—160 N. W. Rep. 161.

REPARATION was not awarded in the complaint of M. King Elevator Co., Sioux City, Ia., that the rate on bulk corn from Homer, Neb., to Joplin, Mo., was unreasonable. Authority to continue rates on corn from Minneapolis, Minn., to Joplin, Mo., lower than the rates contemporaneously applicable on like traffic from Homer, Neb., and other intermediate points was granted.

New Schedule Inspection and Weighing Fees at Buffalo.

Pursuant to action of the Board of Directors of the Corn Exchange of Buffalo, the following schedule of fees covering the inspection and weighing of grain became effective in that market Jan. 1, 1917. The increase in fees was made necessary on account of increased labor conditions and technical requirements under the United States Grain Grades Act, and the standardization of grain grades:

Schedule of Inspection Fees.

Out store to lake and canal, 20c per 1,000 bu.

Out store to railroad cars from lake elevators, 50c per car.

Out store to railroad cars, transfer elevators, 30c per car.

Track inspection (including moisture test and delivery of graded sample), 75c per car.

Into Store from Lake and Canal.

Minimum charge, \$1.25.

Lots under 10,000 bu., 25c per 1,000 bu.

10,000 to 15,000 bu., 15c per 1,000 bu.

15,000 to 20,000 bu., 12½c per 1,000 bu.

20,000 bu. and over, 10c per 1,000 bu.

Samples without grade, \$1.25 per parcel.

Schedule of Weighing Fees.

Into elevators from vessels, or from elevators to vessels or side bins, 12c per 1,000 bu.

Minimum charge, 25c.

Weighing out lake elevators into cars, 25c per car.

Canal boats to or from elevators, \$1.50.

Into elevators from cars, or track weighing, 50c per car. (Under last item out-weights free.)

Car condition certificates, 25 per car.

Determining the Acidity of Corn.

The test to determine the acidity of corn, which previously required 16 to 18 hours, can be made in less than 1 hour by the use of improved apparatus developed by H. J. Besley and G. H. Baston of the Office of Grain Standardization Bureau of Plant Industry. Under the new method an electric mechanism, similar to those seen on soda fountains, is used to mix finely ground corn and alcohol. Thirty minutes of mixing it is found will extract from the corn an amount of acid-reacting substances comparable to the amount extracted through digestion in 80 per cent alcohol at room temperature for 18 hours.

B. P. HILL GRAIN Co., of Freeport, Ill., has been awarded reparation on account of an unreasonable rate charged for the transportation of seven carloads of corn from Eldena, Ill., to Milwaukee, Wis. The Interstate Commerce Commission held that the rate charged was unreasonable to the extent that it exceeded 10 cents per 100 pounds. With two exceptions, the shipments severally exceeded the present respective carload minimum weights applicable to cars of the sizes used. It is disclosed, however, by undisputed notations on the Bs/L and freight bills, that, whereas in the two exceptional cases cars of 60,000 pounds capacity were furnished, prescribed minimum weight 54,000 pounds, and loaded to 43,490 pounds and 33,790 pounds, respectively, complainant ordered in the first case a car of 50,000 pounds capacity, prescribed minimum loading 44,000 pounds, and in the second case a car of 28,000 pounds capacity, the prescribed minimum wherefor is 26,000 pounds. Using, therefore, the prescribed minimum for the car ordered in the first place and the actual loading of all the other shipments, we further find that complainant is entitled to reparation in the sum of \$83.01, with interest. Defendants may waive collection of the undercharge before mentioned.

Program Council of Grain Exchanges.

The eighth annual meeting of the Council of Grain Exchanges will be held Jan. 18 at the La Salle Hotel, Chicago. More than usual interest attaches to the subjects of the addresses. The program follows:

THURSDAY AFTERNOON, 2 P. M.,
JAN. 18.

President's Address, John L. Messmore, St. Louis, Mo.

Secretary's Report, J. Ralph Pickell, Chicago, Ill.

Treasurer's Report, John W. Snyder, Baltimore, Md.

Litigation Fund, C. D. Sturtevant, Omaha, Neb.

Natural Shrinkage Litigation, Hon. E. P. Smith, Omaha, Neb.

Bill-of-Lading Com'ite, C. A. Magnuson, Minneapolis, Minn.

Uniform Rules, S. P. Arnot, Chicago, Ill.

Educational Com'ite, J. C. F. Merrill, Chicago, Ill.

Demurrage and Natural Shrinkage, Herbert Sheridan, Baltimore, Md.

Adding of Moisture Artificially to Grain, C. B. Pierce, Chicago, Ill.

Revenue Tax Act, C. H. Canby, Chicago, Ill.

The Grading of Corn, Adolph Gerstenberg, Chicago, Ill.

Crop Improvement Com'ite, Edward Andrew, Chicago, Ill.

THURSDAY EVENING, 6:30 P. M.

Dinner, tendered by Chicago Board of Trade.

Crop Improvement Work, Bert Ball, Chicago, Ill.

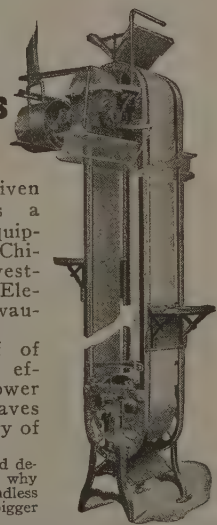
Administration Grain Standards Act, Hon. Chas. J. Brand, Washington, D. C.

Election of Officers.

Adjournment.

A BOX CAR of the Great Western has been attached by the Pease Grain & Seed Co., of Beatrice, Neb., on a claim of \$829.99 for damage to a shipment of corn while in transit from Lidderdale, Ia., to Fairmont, Kan. The corn was damaged by water leaking thru the roof.

The Humphrey Employee's Elevator



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee. This is proof of the Humphrey efficiency in power man-lifts. Saves time and energy of workman. Write for prices and detailed information why the "Humphrey" Endless Belt Route means bigger profit to the owner.

NUTTING TRUCK CO.

Dept. G

SOLE MANUFACTURERS

FARIBAULT

MINNESOTA

Also Manufacturers of a Complete Line of Floor Trucks

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. C. C. & St. L. in Sup. 7 to 1363-E quotes rates on grain and grain products from its stations to points in Michigan, effective Jan. 15.

B. & O. in Sup. 12 to 14184 quotes rates on grain and grain products from stations in Ohio; to points in the C. F. A. territory, effective Jan. 15.

A. T. & S. F. in Sup. 18 to 2047-J gives transit privileges on grain, products of grain, hay, castor beans and seeds, carloads, effective Jan. 30.

Erie in Sup. 7 to 182-B quotes rates on grain, grain products and by-products from stations in Ill. and Ind.; to points in C. F. A. territory, effective Jan. 15.

B. & O. in Sup. 15 to 13053 quotes rates on grain and grain products from its stations; to western terminal and points basing thereon, effective Jan. 15.

E. B. Boyd, Agent, Chicago, Ill., in Sup. 20 to Circular 1-M of Western Trunk Lines gives rules, regulations and exceptions to classifications, effective Feb. 1.

N. Y. Cent. in Sup. 33 to A-3239 quotes rates on grain and grain products from its stations and connections; to eastern and Va. basing points, effective Jan. 15.

C. C. C. & St. L. in Sup. 13 to 1361-E quotes rates on grain and grain products from its stations and connections; to points in C. F. A. territory, effective Jan. 15.

Erie in Sup. 8 to 182-B quotes rates on grain, grain products and by-products from stations in Ill. and Ind.; to points in the C. F. A. territory, effective Jan. 15.

Erie in Sup. 4 to 155-C quotes rates on grain, grain products and by-products from Chicago, Ill., and its stations and connections; to eastern points, effective Jan. 15.

Pere M. in Sup. 21 to 5814 quotes rates on grain and grain products from its stations and connections; to Canadian, New England, Va. and eastern points, effective Jan. 25.

Pere M. in Sup. 9 to 5732 quotes rates on grain and grain products from its stations and connections; to points in the C. F. A. territory and Ontario, effective Jan. 25.

St. L. Sou. in Sup. 1 to 66-81 quotes rates on grain and grain products from stations in Ill., also St. Louis, Mo., and Memphis, Tenn.; to Texarkana, Ark.-Tex., effective Jan. 12.

C. C. C. & St. L. in 6820 to 832-Q quotes rates on grain, grain products and by-products from its stations and connections; to interior and eastern points, effective Jan. 15.

C. C. C. & St. L. in Sup. 13 to 1430-B quotes rates on grain and grain products from its stations in St. Louis Division; to St. Louis, Mo., East St. Louis and Alton, Ill., effective Jan. 15.

C. R. I. & P. in Sup. 5 to 30584 quotes rates on grain, grain products and seeds from Muscatine and stations on the B. & S.; to Peoria and Chicago, Ill., and rate points, effective Feb. 1.

St. L. Sou. in Sup. 2 to 6725 quotes rates on grain between St. Louis, Mo., Cairo, Thebes, East St. Louis, Ill.; Memphis, Tenn., and stations taking same rates; and points in Ark. and Mo., effective Jan. 12.

Monon in Sup. 2 to 6056 quotes joint freight rates on grain, grain products and by-products of grain, carloads, also dextrine and starch, carloads, from stations on the C. I. & L. to points in Canada, Cape Breton, New Brunswick and Nova Scotia; also Maine, Mass. and Vt., effective Jan. 21.

Mich. Cent. in Sup. 15 to 9297-B quotes rates on grain and grain products from its stations and connections, also Mackinaw City, Mich.; to points in the C. F. A. territory and Ontario, effective Jan. 15.

C. & I. M. in I. C. C. to C-2080 quotes a rate of 10c on wheat, corn, oats, rye, barley, kafir and buckwheat from Auburn, Beechleu, Pawnee, Pawnee Jctn., Kincaid, Sicily, Callaway and Volentine, Ill.; to Cincinnati, O., effective Jan. 22.

Monon in 5579-A quotes local rates on grain and grain products, carloads, dextrine and starch, carloads, from Indianapolis, Ind.; Louisville, Ky., and New Albany, Ind., to stations on C. I. & L., effective Jan. 17.

Monon in Sup. 9 to 5580-A quotes local and joint rates on grain and grain products, carloads, dextrine and starch, carloads from C. I. & L. stations to points in Ill., Ind., Ky., Mich., Ohio and Wis., effective Jan. 17.

C. B. & Q. in Sup. 44 to 5100-B quotes joint rates on flaxseed, grain, grain products, hay and commodities taking same rates, carloads, between stations on its line, etc., and stations on the Ft. D. D. M. & S., effective Dec. 20, 1916.

Wabash in Sup. 1 to C-8640 quotes rates on grain, grain products and by-products from its stations on and east of the Mississippi River and west of Detroit, Mich.; to Adrian, Detroit, Mich.; Toledo, O., and rate points, effective Jan. 17.

D. S. S. & A. in Sup. 2 to 14259, quotes rates on grain and grain products from its stations; to its stations, Mineral Range and stations on the M. M. & S. E. in Mich., effective Dec. 25; Wis. stations, effective Jan. 15; Interstate, effective Jan. 15.

Monon in Sup. 7 to 449-L quotes joint rates on grain and grain products, carloads, also starch, carloads, from stations on the C. I. & L. to Va. common points and Hagerstown, Md., and other points named by fast freight lines, effective Jan. 15.

C. G. W. in Sup. 1 to 36-C quotes rates on grain and grain products between Chicago, Peoria, East Dubuque, Ill.; St. Louis; Kansas City; St. Joseph, Mo.; Minneapolis and St. Paul, Minn., and stations taking same rates; and its stations and connections, effective Jan. 20.

Monon in Sup. 18 to 5590 quotes local and joint rates on grain and grain products, carloads and less than carloads, also flax seed, dextrine and starch, carloads, from stations on C. I. & L. to points in Ill., Ind., Ia., Mich., Mo., N. Y., Ohio and Pa., effective Jan. 16.

Monon in Sup. 7 to 5591-A quotes local and proportional rates on grain, grain products and by-products of grain and malt, carloads, from Chicago, Englewood, Ill.; Hammond, Ind.; Hegewisch, Pullman Junction and South Deering, Ill., to stations on C. I. & L., effective Jan. 15.

Monon in Sup. 14 to 5577 quotes joint and proportional rates on grain and grain products, carloads, also starch, carloads, from stations on the C. I. & L. and C. & W. V. to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the Eastern States and Canada, effective Jan. 16.

C. R. I. & P. in Sup. 7 to 19687-I quotes joint and proportional rates on grain, grain products, seeds, hay, broom corn, from Mo. River stations and other stations in Ill., Ia., Minn. and S. D. on its line and the K. & D. M. to Miss. Valley Points and other stations in Ala., Ark., Fla., Ia., Miss., Tenn. and Tex., effective Feb. 1.

C. R. I. & P. in Sup. 5 to 29329-B quotes local, joint and proportional rates on grain, grain products and seeds, carloads, between Albright, Neb.; Armourdale (Kansas City, Kas.), Atchison, Kas.; Council Bluffs, Ia.; Fort Leavenworth, Kas.; Kansas City, Mo.; Leavenworth, Kan.; Omaha, Neb.; St. Joseph, Mo.; South Omaha, Neb.; Sugar Creek, Mo., and stations in Mo. on its line and the C. B. & Q. and stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., effective Feb. 1.

Monon in Sup. 6 to 5581 quotes joint and proportional rates on grain and grain products, carloads, also starch, carloads, from stations on the C. I. & L. to New York, Philadelphia, Baltimore, Boston and all other eastern points reached via Central States Dispatch Fast Freight Line, Continental Fast Freight Line, effective Jan. 16.

C. & A. in Sup. 21 to 1609-C quotes local, joint and proportional rates on grain, grain products, seed, hay and straw, carloads, and articles taking same rates; from Chicago, Peoria, Ill., and St. Louis, Mo., and points taking same rates, also Rondout and Waukegan, Ill., to stations in Missouri on its line, also Hannibal, Mo., effective Feb. 1.

C. & A. in Sup. 16 to 1620-B quotes joint and proportional rates on feedstuffs and other grain products, carloads, from Alton, Bloomington, E. St. Louis, Granite City, Lincoln, Lockport, Pekin, Peoria, Springfield, Venice, Ill., and St. Louis, Mo., to stations on lines of carriers named in tariff as amended in Ill., Ia., Minn., Mo. and Wis., effective Feb. 1.

A. T. & S. F. in Sup. 4 to 7481-E quotes joint rates on grain products and seeds, carloads, from stations in Colo., Kan., Mo. and Okla.; also Superior, Neb., on A. T. & S. F., G. C. & S. F., L. & T. and K. S., etc., to points in Ala., Ark., La., Mo., Miss., Okla., Tenn. and Tex., on or reached via the K. C. S., Mo. Pac., St. L. & S. F. and connections, effective Jan. 18.

C. R. I. & P. in Sup. 27 to 16990-F quotes local, joint and proportional rates on grain, grain products, seeds and broom corn, carloads, from stations in Colo., Kan., Mo., Neb., N. M. and Okla., also Council Bluffs, Ia., to Little Rock, Ark.; Memphis, Tenn.; New Orleans, La., and stations in Ala., Ark., Memphis, Tenn.; New Orleans, La., and stations in Ala., Ark., La., and Miss., and on corn and articles taking same rates from Memphis, Tenn., to stations in Okla., effective Feb. 1.

C. B. & Q. in Sup. 61 to 1800-B quotes local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads, except as noted, between stations on its line, lines west of Mo. River; also R. C. B. H. & W. and Chicago, Peoria, Ill.; St. Louis, Mo.; St. Paul, Minneapolis, Duluth, Minn., and stations taking same rates or arbitraries higher named in tariff, as amended; also other points on lines east of Mo. River as specified in tariff, effective Jan. 20.

C. R. I. & P. in Sup. 9 to 10389-D quotes local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo.; East St. Louis, Alton, Quincy, Ill.; Hannibal, Mo., and stations in Ill., Ia., Minn., Mo and S. D., also Armourdale (Kansas City, Kas.), Atchison and Leavenworth, Kas., also on grain and grain products, carloads, from stations in Ia., Minn. and S. D., to Cairo, Thebes, Ill.; Evansville, Ind., and Louisville, Ky., when destined to Southeastern and Carolina territories, effective Feb. 1.

MILLIONS OF BUSHELS of corn have been worked through the Gulf and Eastern seaboard, with exporters clamoring for more, with bids submitted the highest on the crop. Country offerings during the week enormous, but entirely too much faith is placed in the assurance of railroads to furnish sufficient cars for the movements. The recent sales effected will necessitate long hauls to the seaboard, and with the shippers unprotected, we can foresee the development of a more acute car situation than has existed. Prices appear to have reached a famine basis, but speculatively they are not inflated, and only the clearing of railroad congestion, both at interior terminals and the exporting points, with the accumulation of large stocks, can bring about permanently lower prices.—W. H. Perrine & Co.

Feedstuffs

DECATUR, ALA.—Webster & Son are erecting a feed mill of 50 tons daily capacity.

MEMPHIS, TENN.—G. E. Patteson & Co. will erect an addition to their plant costing \$8,000.

THE ANNUAL MEETING of the Mutual Millers & Feed Dealers Ass'n will be held Jan. 23-26 at Buffalo, N. Y.

RAW COTTON seed has advanced in price so much more proportionately than meal and other products that many cottonseed oil mills are being closed.

AT CLEBURNE, TEX., recently S. T. Hester contracted for 100 carloads of peanut hulls from the local peanut factory to be used in a mixed feed.

WILTON STURGES, Meridian, Miss., has registered the word "Thorough-Bred" as a trade-mark for cereal feed for horses, mules, cattle, and chickens, No. 98,774.

MINNEAPOLIS, MINN.—The Viehman Grain Co. has purchased the Diamond Elevator and Cereal Mill of E. S. Woodworth & Co. and will equip the plant to grind screenings.

PEORIA, ILL.—A drying plant to put distillers' slop into shipping condition will be erected by the American Milling Co. on the site of the Iowa Elevator, which has been purchased.

OMAHA, NEB.—The M. C. Peters Mill Co. is completing an alfalfa warehouse 150x40 ft., and will put in some new machinery. The company recently purchased additional ground between the Burlington and Union Pacific tracks.

MEMPHIS, TENN.—The Royal Feed & Mfg. Co. will install a Richardson Automatic Combined Feed Scale and Packer, to weigh and pack mixed cotton seed hulls, ox feed, dry mixed feed, cottonseed hulls, and corn chops into 100-lb. bags.

A FINE of \$25 and costs was imposed on the Leavenworth Milling Co., Leavenworth, Kan., in the federal court at Kansas City recently for having shipped feed to Indianapolis, Ind., without the brand disclosing the fact that the feed contained screenings.

PITTSBURGH, PA.—The Chas. A. Krause Milling Co., Milwaukee, has opened a branch office here, in charge of A. T. Palmer. Headquarters are in the Wash Terminal Building. The branch will handle eastern Ohio, western Pennsylvania and western New York.

OWENSBORO, KY.—Overcharges on molasses from New Orleans to Owensboro are alleged by the Rapier Sugar Feed Co., in a complaint filed Dec. 21 with the Interstate Commerce Commission against the Louisville & Nashville R. R. Co., asking \$348 reparation.

PROFESSOR F. D. FULLER of West Lafayette, Ind., has entered the employ of the American Feed Manufacturers Ass'n, to prepare bulletins disseminating knowledge of the great value of mixed feeds. Professor Fuller is well qualified to promote the interests of the feed trade, having been employed in the feed branches of both state and federal governments, besides having been engaged in the feed manufacturing business at Harrisburg, Pa.

A STATE DEPARTMENT of foods is planned by Senator Chas. W. Wicks of the Wicks Legislative Investigating Com'te of the New York Senate, with the regulation of grain elevators and prohibition of commission merchants buying on their own account.

EAST ST. LOUIS, ILL.—The large plant of the Golden Grain Milling Co., manufacturing alfalfa, molasses and grain feeds, was burned at noon Dec. 20. The engineer on a passing locomotive discovered the flames on the roof of the elevator, and his warning whistle enabled the 40 employes to escape. Several box cars were burned. Harvey H. Smith, sec'y and general manager, rescued his automobile from a garage nearby. E. L. Solisburg, vice pres. and treas., states that the loss is \$350,000, partly insured. D. B. Frazier, pres., of Buffalo, states that the plant will be rebuilt. The cause of the fire is said to be defective electric wiring.

SOY BEANS have been grown to an increasing extent for its seeds in eastern North Carolina. A large production of the beans in this section in 1915, together with the occurrence of a cotton seed shortage, led to the experimental pressing of a considerable quantity of beans by local oil mills. These experiments were entirely satisfactory, and the mills participating in them are now taking an active part in the development of this new industry with American-grown beans. Oil mills on the Pacific coast have been operating for several years with soy beans imported from Manchuria and have found a ready sale in this region for the oil, cake, and other products.

ST. LOUIS, MO.—A bill providing for a pure feed law for the state is being drafted. The St. Louis Merchants Exchange has appointed a com'te to represent the millers and feed interests at a conference to be held at Columbia, Mo., with P. H. Lewis, pres. of the Missouri state board of agriculture, and F. B. Mumford, dean of the University of Missouri. The executive com'te of the St. Louis Millers Club and a number of other millers interested held a meeting and also appointed a com'te to represent them in the drafting of a suitable law. A meeting of the above committees was held subsequently with Louis F. Brown, of Milwaukee, Wis., Sec'y American Feed Manufacturers' Ass'n, and Dr. W. P. Cutler, chemist for the Corn Products Refining Co. The Merchants Exchange Com'te is composed of Samuel Plant, W. H. Danforth, F. B. Chamberlain, E. C. Dreyer and Charles G. Simon.

Feedstuffs Movement in December.

Receipts and shipments of feedstuffs at the various markets during December, 1916, compared with December, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago (lbs.)	52,581,000	58,459,000	59,540,000	107,356,000
St. Louis (sacks)	119,260	166,590	53,160	106,580
Milwaukee (tons)	5,700	17,735	19,401	35,546
Kansas City (tons)	3,160	4,480	11,180	14,160
San Francisco (tons)	1,992	1,396	.....	.....
New York (tons)	1,745	1,707	.....	225

THE ANNUAL MEETING of the National Hay Ass'n will be held July 24, 26, with headquarters at the Sherman House, Chicago, Ill.

HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

Ask us.

Hess Warming & Ventilating Co.

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

W. M. HOPKINS Traffic Specialist

Commerce Cases
Telephone Central 8324
72 W. Adams St., Chicago, Ill.

Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

Supreme Court Decisions

Recovery in State Court of Interstate Overcharge.—State courts have jurisdiction of actions to recover overcharges of freight rates on interstate shipments, where no question of the reasonableness of the rate is involved. *Spence v. Southern Ry. Co.* Supreme Court of South Carolina. 90 S. E. 750.

Jurisdiction in Rate Discrimination Suit.—A shipper is not entitled to recover in the state courts for unlawful rate discrimination with regard to a shipment passing in part through another state, since the acts of Congress regulating procedure in such cases have ousted the jurisdiction of state courts. *Hall v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 99 Atl. 63.

Right to Lease Right of Way.—A railroad has the right to lease a portion of its right of way to a shipper for use as a warehouse and storage room, in connection with the shipping and transportation of cotton seed over its line, where the right of way is used for collecting and facilitating the moving of freight; as the use comes within the term "for railroad purposes." *Shelton v. Southern Cotton Oil Co.* Supreme Court of South Carolina. 90 S. E. 751.

Damages for Breach of Warranty of Seed.—For the breach of an express warranty that seed is true to name, where the seller knows the use for which it is bought and the buyer plants it in ignorance of its true character, the measure of recoverable damages is the value of a crop had the seed been as warranted, such as would ordinarily have been produced that year, less the value of the crop actually raised.—*Ford v. Farmers Exchange.* Supreme Court of Tennessee. 189 S. W. 368.

Thru Shipment.—There being evidence that the parties contemplated a through shipment, part over a connecting line, at a given rate for the whole distance, whether paid to the initial or connecting carrier, the initial carrier did not, as matter of law, destroy the through character of the shipment by issuing a B/L over its own line only, and itself reconsigning the goods to the connecting carrier, under a general clause of its tariffs giving reconsignment rights to all shippers.—*Keithley & Quinn v. Lusk.* Springfield Court of Appeals, Missouri. 189 S. W. 621.

Landlord's Lien.—Where a portion of a crop, raised on rented premises, belonging to the landlord, or upon which he has a landlord's lien, is purchased without consent or authority of the landlord within 30 days from its removal from the rented premises, there is a conversion, for which the purchaser is liable to the landlord for the value of the portion converted, the lien being given by statute; and right of recovery is to extent of value of crop converted, if rent due is equal to or exceeds such value, or, if less, for such sum as is necessary to satisfy the rent.—*Farmers Elevator Co. v. Advance Thresher Co.* Court of Civil Appeals of Texas. 189 S. W. 1018.

Carrier Liable for Delivery on Forged B/L.—Where a shipper, who delivered to a bank a genuine B/L with the draft attached, received credit therefor, uttered a forged B/L, which he transferred to a third person, the fact that the forged B/L with draft attached evidenced a sale, and as between the shipper and a third person might operate to pass title, will not defeat the bank's paramount title. Where a railroad company delivered cotton to a holder of a forged B/L, refusing to make delivery to a bank, the holder of the genuine B/L with drafts annexed, the company was guilty of conversion, rendering it liable to the bank for the value of the cotton.—*New York Cent. & H. R. R. Co. v. Bank of Holly Springs.* U. S. Circuit Court, Mississippi. 236 Fed. 563.

Stop Loss Order.—In a customer's action for damages from his broker's failure to sell stock when a stop loss order at \$3 was reached, where it was found that the broker could have sold the stock at \$2.50, judgment for the broker, on a counterclaim, for the difference in the amount charged against the customer for the purchase of the stock and the proceeds of its sale at \$2.50 per share, on the theory that the customer could have sold at \$2.50 per share, and was bound to do so to minimize the damages, was erroneous, as the customer did not have the title to or possession of the margined stock, and was not required to sell and deliver it by buying in open market or by redeeming it from the broker's possession.—*Pollcastro v. Sprague.* Supreme Court of New York. 161 N. Y. Supp. 912.

Furnishing Cars.—Evidence that a shipper had frequently requested cars at a point not on the carrier's lines, and had obtained them through the traveling fast-freight agent, is sufficient to warrant the finding that the carrier, by a course of dealing, had led the shipper to believe that furnishing cars at such point was not unusual, and that the contract so to furnish them was not beyond the scope of the agent's authority. Where the carrier, not being required by law to furnish cars at a point off its lines and on those of a connecting carrier, did so furnish them, it ratified its agent's contract so to furnish them, since it must have known that it furnished such cars under the contract, as in fact it was doing.—*Kissell v. Pittsburgh, Ft. W. & C. Ry. Co.* Kansas City Court of Appeals, Missouri. 188 S. W. 1118.

Punitive Damages for Carrier's Delay.—Under the Carmack Amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 [U. S. Comp. St. 1913, § 8592]) of the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, § 20, pars. 11, 12, 24 Stat. 386), as to carrier's liability for "loss, damage or injury" to goods delivered to it for shipment, punitive damages were not recoverable against a carrier for willfulness or wantonness of its servants in delaying transportation of goods shipped, where it did not appear the carrier authorized or ratified such acts, notwithstanding the later enactment of the Cummins Amendment (Act March 4, 1915, c. 176, 38 Stat. 1196), providing for liability of the carrier for the full "actual loss," etc., to goods shipped.—*De Loach v. Southern Ry. Co.* Supreme Court of South Carolina. 90 S. E. 701.

Damage on Buyer's Refusal to Accept.—Where, upon the buyer's refusal to accept goods purchased, the vendor undertakes, without notice, to resell, the vendor's damages are the excess of the contract price over the market value at the time and place agreed upon for delivery, or, if there is no market at the time and place of delivery, the excess of the contract price over the value at the best market obtainable. Damages recoverable for purchaser's refusal to accept carload lots of corn, where the vendor resold, without notice, could not be based on the market value thereof at the place of delivery, where such place was a town in which the refusing purchaser was the only dealer who handled corn in such quantities.—*Pleron-Lathrop Grain Co. v. Britton.* Springfield Court of Appeals, Missouri. 189 S. W. 584.

Demand for Grain before Suit for Conversion.—Where plaintiff's tenant directed a farm laborer to take his grain to an elevator at Courtenay to be there left so that it could be divided between plaintiff and his tenant, but instead of doing so the laborer took it to an elevator at Kensal and there sold it and failed to account for the proceeds, an action of conversion will not lie against the latter elevator without proof of a demand for the grain, and where a demand is alleged in the complaint to have been made on the 26th day of May, 1914, and is not proved, but merely a conversation and inquiry as to the transaction on the 29th day of November, 1913, and there is no proof of the value of the grain on the said 26th day of May, 1914, but merely of its value on the 28th day of November, 1913, it is not error for the trial

court to direct a verdict for the defendant.—*Skjerseth v. Woodworth Elevator Co.* Supreme Court of North Dakota. 160 N. W. 70.

Liability of Carrier under S/O B/L.—Where the contract of shipment provided for delivery on the shipper's order and instructed the terminal carrier to notify the consignee of the arrival of the oats, and the shipper deposited the B/L with draft attached, indorsed in blank, in the bank, which placed the amount of the draft to the credit of his checking account, but the terminal carrier in another state had no knowledge of such transaction, and the consignee refused the oats and protested the draft, and the shipper then repurchased the draft and B/L, and instructed the terminal carrier to deliver the oats to a broker, and it so delivered them, but more than 48 hours after arrival, and after such delivery the broker secured judgment by default against the shipper for \$50 less than the value of the oats, the difference being adjusted by stipulation, the shipper could not, as a matter of law, recover from the initial carrier the value of the oats. In such action, the terminal carrier was liable only as a warehouseman, and not under Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 370.—*Hamilton Mill & El. Co. v. S. N. & S. T. Ry. Co.* Court of Civil Appeals of Texas. 189 S. W. 774.

That Purchasing Power.

The mail of a newspaper often brings in some gems of thought. A salesman of the P. & O. Co. contributes the following conversation, which should go far toward weakening the steam of the most active calamity howler, says Commercial News:

"Good morning, Si."

"Good morning, Hi."

"I say, Si, what is the price of that wagon over yonder?"

"Ninety dollars, Hi."

"Ninety dollars! Why my father bought the same wagon 30 years ago for \$60."

"Yes, Si, he did, and bought it of me, but as money was scarce at that time, and I wanted some corn, your father delivered to me 300 bushels of corn in payment for the \$60 wagon, and I can use more corn at this time, and I will make the same trade with you today as I did with your father some 30 years ago on the same wagon, and will give you from my selling stock in addition to this wagon at

.....	\$ 90.00
1 buggy.....	50.00
1 suit of clothes for yourself....	20.00
1 dress for your wife.....	20.00
1 dress for your baby.....	5.00
1 crib for the baby.....	5.00
Box cigars for your friends.....	3.00
5 pounds of coffee.....	1.50
2 pounds of tea.....	1.00
20 pounds of sugar.....	2.00
200 gallons gasoline.....	40.00
Lubricating oil	2.50

\$240.00

"The present purchasing power of 300 bushels of corn."

THE DEPARTMENT OF AGRICULTURE has designated the following cities as district headquarters under the recent grain standards act: Boston, New York, Buffalo, Philadelphia, Pittsburgh, Baltimore, Jacksonville, Atlanta, Nashville, Louisville, Cincinnati, Indianapolis, Toledo, Cleveland, Detroit, Duluth, Minneapolis, Omaha, Chicago, Milwaukee, Peoria, St. Louis, Cairo, Kansas City, Memphis, New Orleans, Galveston, Fort Worth, Oklahoma City, Wichita, Denver and Portland, Ore.

No. 4 Not Deliverable on No. 3 Contract.

McCaull-Dinsmore Co., Minneapolis, Minn., plaintiffs, v. Wallingford Bros., Wichita, Kan., defendants, before the Arbitration Com'te of the Grain Dealers National Ass'n.

This dispute had its origin in a sale by defendants on Aug. 2, 1915 of 10,000 bus. of wheat to White Grain Co. of Enid, Okla., acting as brokers for the complainants. This wheat was sold at \$1.20 per bu. delivered Minneapolis, Minneapolis official weights to govern.

The contention grows out of irregularities in the confirmations exchanged by the parties to the transaction. Defendants confirmed to White Grain Co., agreeing to ship No. 3 hard wheat, Minneapolis weights and Kansas or Kansas City official grades to govern, No. 3 wheat to be applied at 1c scale, shipment this week. Plaintiffs confirm to defendants agreeing that they have purchased semi-dark No. 2 hard wheat. Minneapolis weights, Kansas or Minnesota State inspection, shipment this week. No mention is made as to discount on grades lower than No. 2.

White Grain Co. confirm to plaintiffs in terms identical with confirmation of sale by defendants, but defendants do not confirm directly to plaintiffs.

Defendants set up as their first defense the plea that no contract could have existed between the parties in this case, as they only knew the White Grain Co. as the purchasers and had no knowledge of the interests of the plaintiffs, for the reason that in confirmation of purchase the White Grain Co. signed as principals and not as brokers for plaintiffs.

In the opinion of the com'te this plea cannot be sustained for reasons that follow:—

(a) In confirmation of White Grain Co. to defendants on date of purchase this clause occurs: "Please bill this wheat to McCaull-Dinsmore, Minneapolis and make draft with Bs/L attached." By implication it would immediately be drawn that McCaull-Dinsmore were the actual purchasers although defendants contend that they regarded these instructions as a request of the White Grain Co. for convenience of said White Grain Co. and to save exchange.

(b) Complainants mail on day of purchase confirmation, which defendants acknowledge they received but which they contend they thought had been sent them by mistake.

(c) Memoranda of shipments contain notation, "For account, McCaull-Dinsmore Co."

If defendants are to be considered parties to a contract with plaintiffs, and com'te holds for foregoing reasons, that such contract did exist, then it is proper to enter into the adjustment of this dispute on the facts as they developed in the process of fulfillment of said contract.

Eight cars containing amount specified in contract were shipped, none within contract time and none on Kansas or Kansas City inspection, as agreed in defendant's confirmation of sale. Instead all were shipped August 13th from Omaha. Defendants made draft for \$11,200 leaving margin 1½c per bu. Plaintiffs refused to honor draft for this amount and requested a reduction of \$1,500, stating that wheat originating in Omaha territory during that season was as a rule inferior in quality and could not be applied on contracts in Minneapolis. Defendants wired instructions to plaintiffs to take up draft and draw back for \$1,500. Plaintiffs refused to do this and draft, on order of defendants, was turned over to another Minneapolis firm. Defendants then refused to make further tenders in fulfillment of contract, claiming that failure to honor draft constituted a breach of contract and terminated their obligation to plaintiffs.

Plaintiffs offered to settle on basis of \$1.32 delivered Minneapolis. Meeting with no acceptance of this offer they then purchased in Kansas City to fill contract. Total cost delivered Minneapolis including customary penalty for delay was \$13,230.17, an excess of \$1,230.17 over original contract, the payment of which amount was demanded by plaintiffs, refused by defendants and becomes the amount at issue in this controversy.

The wheat purchased in Omaha and tendered on the contract by defendants was all No. 4 hard wheat, Omaha inspection. On arrival at Minneapolis one car graded No. 3 hard, one car No. 4 hard and six cars no grade hard. These facts are attested by regular official certificates of inspection issued at the markets concerned and included in papers submitted.

Your com'te holds that a confirmation of sale specifying No. 2 hard wheat, No.

3 at 1c scale, contemplates a delivery of No. 3 hard wheat or better, no agreement, either specified or implied, existing under which lower grades may be applied at a further discount. Yet on the contract involved defendants sought to apply wheat which they knew to be No. 4 hard wheat in Omaha and which could not under any circumstances, be expected to fill a contract for No. 3 hard wheat in Minneapolis. We do not believe this constituted a legal tender on this contract, but even granting that the tender of this grain was legal yet we find from all the facts concerned that plaintiffs were entirely justified in their demand for a reduction in a draft allowing but 1½c margin for misgrades and that their demand for 15c further margin was not unreasonable.

We therefore find: That defendants were a party to this contract and accepted without objection to terms, the confirmation of purchase by plaintiffs.

That plaintiffs were well within their rights in their demand for reduction of draft drawn against them by defendants.

That plaintiffs bought in this wheat for account of defendants, using due diligence in the purchase which was made to best advantage for said defendants.

That plea of plaintiffs be sustained as set forth in their pleadings, and

We order that defendants pay to plaintiffs the sum of \$1,230.17 with interest at 6% from October 22, 1915, and further, that the costs of this arbitration be assessed against defendants.

D. I. VAN NESS,
ELMER HUTCHINSON,
E. C. EIKENBERRY,
Com'te.

THE AUSTRALIAN WHEAT prospects this season are for a total yield of 130 to 135 million bus. Altho this estimate compares unfavorably with last year's output of 180,032,000 bus., it is very good when ranged against the 1913 and 1912 productions of 103,344,000 bus. and 91,936,000 bus. respectively. The 1914 crop was a failure, yielding but 25,536,000 bus.

Calendars Received.

W. S. Nicholson Grain Co., Kansas City, Mo., is sending its friends a handsome calendar with the richly colored painting "Near Close of Day" by Fox.

The calendar of William H. Frank & Co., of Frankfort, Ind., is a pleasing pictorial in green.

Miner-Hillard Milling Co., Wilkes-Barre, Pa., since the establishment of the firm in 1795, has gotten out many calendars, and its 1917 effort is a serviceable wall hanger equal to its 1916 calendar.

Aunt Jemima Mills Co., St. Joseph, Mo., besides the small calendar noted in last number, has a similar but much larger wall calendar.

Dog fanciers will be pleased with the wall calendar of the White Star Co., Wichita, Kan., with Coolidge's painting "An Original Spade Make at Bridge."

Nailing "Old Glory" to the flagstaff is the inspiring painting on the calendar of the Bear Grain Co., of Hicksville, O.

Bert A. Boyd's many friends are the pleased recipients of a calendar pad for a desk rack.

Three in one, is the calendar, identification card and bill book accompanying the New Year wishes of McCord & Kelley, Columbus, O.

NEW YORK CITY is said to have 14,000,000 bus. of wheat in transit for export.

COMMISSION MERCHANTS and commercial brokers are not required to pay special federal government taxes after Jan. 1.

8000 Long-System Millers

WATCH Feb. 10 for

\$100,000.00 Announcement

IN THE SATURDAY EVENING POST Feb. 10 ON

FLAVOR FLOUR

NATURE-FLAVORED

The best news for grain dealers and elevator men ever announced will be made public in a Nation-wide, all-year-round \$100,000.00 Advertising Campaign to start February 10 in The Saturday Evening Post and be followed also by many leading National publications with big advertisements on FLAVOR FLOUR.

Made Only by Members of Community Marvel Millers

Get advance information and our Special Proposition to Grain Dealers at once. Write today.

AMERICAN MARVEL

Capacities from 15 bbl., 25 bbl., 50 bbl., 75 bbl. per day and UP, according to the number of units used, to ANY capacity.

On cash or easy-payment terms.

Big opportunity for Elevator Men to

Self-Contained FLOUR MILL

Install this mill in connection with their grain business and become members.

Your Big Opportunity Here

ANGLO-AMERICAN MILL CO., Inc.,
430 Trust Bldg., Owensboro, Ky., U. S. A.

Send me at once your Special FLAVOR FLOUR plan for Members of Community Marvel Millers—and all facts, catalog, etc., on American Marvel Flour Mill—FREE.

Name

Address

State (71)

Write At Once

For This New

Special

Proposition

Patents Granted

1,209,938. Grain-Sprouter. (See cut.) Walter H. Collins, Summit, N. J. A pan having slots through the bottom adjacent to its four corners at its ends and sides and also having slots in the upper edges of its sides and ends, and angular legs embracing the corners of the pan, provided with vertical upper and lower tongues on both of their members, the tongues extending through the slots and bent over into locking position.

1,211,224. Hanger for Ears of Corn. (See cut.) Reynold J. Rice, Waterloo, Ia. A plurality of like bodies detachably linked together, each body being an elastic rod doubled over to form a medial loop extending angularly to one side of spaced members, the members being oppositely bent to form their extremities into upwardly directed prongs, and the loop of each rod being linked about the members of the rod immediately above at the location of outward bending of the prongs.

1,211,224. Conveyor. (See cut.) Dennis C. Place, Brooklyn, N. Y. The combination of a frame, shafts journaled in opposite ends of the frame, a pair of sprocket wheels upon each of the shafts, a pair of endless chains passing over the sprocket wheels, and articulated buckets carried by the chains, the buckets comprising two hinged parts, each part pivotally attached at its top to the chains by means of rods extending transversely between and joined to the chains, the rods being separated from one another by one or more links of the chain whereby the buckets are adapted to lie wholly within the operative path of the chains and to bend as necessary in passing over the sprockets.

1,210,218. Apparatus for Feeding and Sewing Filled Sacks. (See cut.) Dudley S. Seymour, Oak Park, Ill., assignor to Union Special Machine Company, Chicago, Ill. A supporting frame, a conveyor mounted on the supporting frame projecting forwardly, a sewing head mounted on the supporting frame and overhanging the conveyor, means for adjusting the sewing head vertically on the frame including a lever located above the conveyor, projecting toward the front of the machine to a position convenient for the hand of the operator, and means for controlling the sewing head and the conveyor including a lever mounted on the supporting frame and projecting toward the front of the frame to a position convenient for the foot of the operator.

1,210,675. Seed-Tester. (See cut.) Oscar M. Mundale, Frost, Minn. A tray having a plurality of compartments, corn-cob holding racks located above and below the compartments, the racks comprising a plurality of upright bars and horizontal bars, the upright bars being intermediately secured to the sides of the tray and supporting it in elevated position.

1,210,662. Attaching-Hanger for Elevator-Buckets. (See cut.) Arthur D. McPherson, Oak Park, Ill. The combination with an elevator belt and bucket of a sheet metal hanger comprising an upper edge portion adapted to engage an edge of the bucket, means for securing the bucket edge to the hanger, a portion of the hanger extending outwardly from the bucket edge and then downwardly and inwardly for co-operation with the outer surface of the bucket near its bottom, means for securing the lower edge of the downwardly and inwardly extending portion of the hanger to the bucket, and means for securing the downwardly and inwardly projecting portion of the hanger intermediate its end to the belt.

1,211,350. Method of Making Conveyor-Belts. (See cut.) Raymond B. Price, New York, N. Y., assignor to Rubber Regenerating Co. An art or method of making conveyor belts consisting in applying a load carrying surface of unvulcanized rubber to a body including therein a stratum of fibrous material, subjecting the belt, while flat, to the action of a vulcanizing medium, thereafter placing the rubber under stretch by arching the belt transversely with a convex upward curvature, and subjecting the arched belt to heat of a degree to remove the stretch therefrom, whereby the belt will be given a permanent arched set and the subsequent flattening thereof will place the load carrying surface under a normal compression or compaction.

1,211,309. Grain-Door. (See cut.) Joseph Neree Gingras, Thetford Mines, Quebec, Canada, assignor of one-half to Wilson W. Butler, Montreal, Canada, one-sixth to Lucien T. Pacaud, Thetford Mines, Canada, and one-sixth to William J. Lynch, Quebec, Canada. In a car, the combination with a door casing presenting a door opening, of a grain door, a door post strip within the door opening adapted to engage the side of the grain door, releasable means retaining the lower end of the strip in position, and including a detent latch pivotally mounted in the car and adapted to project across the face of the door, and means providing a universal joint connection between the upper end of the strip and the door casing to permit of the lower end of the strip being swung bodily outward when the locking means is released, or the strip being swung around the door casing out of the position wherein the strip is adapted to engage with the grain door.

1,210,258. Corn-Rack. (See cut.) Harry Edward Bablone, Woodville, O. The combination with a shaft, of an inclosing cylinder mounted on the shaft, a sectional corn rack adapted to be assembled within the cylinder about the shaft, and detachable securing means carried by the corn rack and engaging the shaft to support the corn rack therein independently of and within the cylinder.

Elevators That Did Not Burn.

It happened in Montana. There was a cleaner in the elevator and two dust spouts exhausted in the open on the railroad side of the house. The fellow who did the work on the spouts didn't complete his job and there was a small opening between the top of the spout and the elevator in each case. A train passed; a spark dropped on top of the spout, rolled into the elevator, and started to "bite." It happened in the daytime, so the manager grabbed his water bucket and saved the house. But a locomotive spark is like a mule—leave an opening and it'll get you. So a few days later another spark happened along and rolled down the other spout and started to "bite." The manager grabbed his water bucket and saved the house a second time. Then he plugged up the holes. Had one of these sparks happened along at night, the elevator and all it contained would have been reduced to constituent gases, and the village wise men would have been furnished with a topic of conversation for the next eleven years.

This occurred in Montana also. A choke-up resulted from an overfilled bin. A direct drive 7½-hp. motor in cupola continued pulling against the load until the elevator drive belt burned in two. The manager's olfactory nerve got busy about this time, so he went upstairs and made good use of a pail of water.

We refer this to all gentlemen who write us and say: "Who'd go upstairs if there was a fire up there?"—*Our Paper.*

Statement Tri-State Mutual Fire Ins. Co.

The annual statement of the Tri-State Mutual Fire Insurance Co., as issued by E. H. Moreland, sec'y, Luverne, Minn., shows continued substantial gains in the volume of insurance in force. On Dec. 31 the insurance in force was \$2,854,600, against \$2,050,000 a year ago, and \$1,406,000 in 1911.

Assets are \$47,207.23, against \$34,993 a year ago, and the net premiums have been \$43,216, against \$20,028 for 1915. The disbursements included \$6,271 expense and reinsurance, and \$4,737 fire losses.

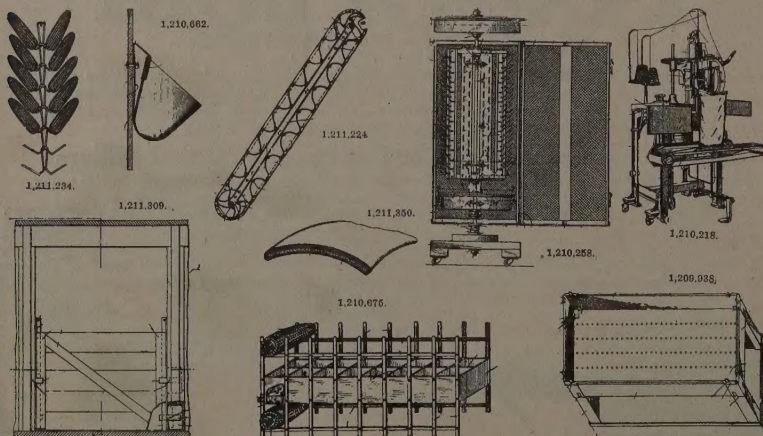
Fifty per cent of the premiums was returned to policyholders, against 40% in 1915, and 35% in 1914 and 1913, the average annual dividend for the fourteen years having been 53% of the deposit premium.

Annual Statement Western Millers Mutual.

The 34th annual statement of the Western Millers Mutual Fire Ins. Co., as given by Chas. H. Ridgway, Kansas City, Mo., sec'y, shows insurance in force totaling \$9,399,525 on Jan. 1; receipts and assessments, \$122,899; interest, \$14,985; losses, \$30,132; expenses, \$22,229; premiums and assessments returned, \$12,995; interest returned on renewals and cancellations, \$12,245; cash assets, \$310,861.

The deposit notes subject to assessment are \$1,295,114, making gross assets of \$1,614,979. Since its organization the company has paid losses of \$1,168,047.

MANCHURIAN and Japanese wheat amounting to 3,000 tons has been sold for export to Seattle and Portland, says the Japan Times. In the past Japan was a regular annual importer of wheat from the United States.



Insurance Notes.

AUSTIN, TEX.—A conference on proposed amendments to the workmen's compensation act was held here Jan. 8 between a large number of employers of the state and the Texas Industrial Accident Board. It is hoped to fix an inflexible compensation for deaths and injuries of every sort, to do away with litigation, to obtain a larger amount or to defeat payment of adequate compensation.

THE FIRE that destroyed the Quaker Oats Co.'s plant at Peterboro, Ont., started in a grinding machine, according to the testimony of Wm. Walsh, a victim of the fire, now in the hospital. Suspecting fire, Walsh raised the cover of the grinder and discovered the blaze. The explosion immediately followed. A fire had occurred in the same department, the drying room, three weeks before. It is thought that some hard substance passing thru the grinders caused a spark.

SOFT COAL STORAGE should be kept away from the main buildings of plants and under no circumstances piled against frame structures, and if outside space will permit the pile should be made low, not higher than 12 feet, is suggested in the cautionary circular issued by the National Fire Protective Ass'n. If large amounts of wet coal are to be stored it is recommended that a circulation of air be provided by inserting wrought iron pipes, one 3-inch pipe for every 400 square feet of surface.

WE REINCORPORATED under what is called the uniform mutual insurance law that was passed by the Illinois legislature, in 1915, because the powers granted the mutual companies are greater than was granted under the old mutual laws. The company is now in a position to become more freely admitted to other states in the Union. The new act also grants the privilege of writing all lines of casualty insurance that may be written by stock insurance companies and the company will be able to serve its policy-holders with any form of casualty insurance that they may desire. The new act also requires that the mutual company carry all of the reserves for the protection of policy-holders that is required by stock insurance companies transacting the same character of business. The name of the company has now been shortened to "The Millers Mutual Casualty Company." The same officers and board of directors continue and there is no change in the methods or manner of handling the business. —J. C. Adderly, sec'y.

BILLS have been introduced in the House by Rep. Young of North Dakota designed to throw the searchlights upon the prices of wheat and bread. One provides for the establishment of a municipal bakery in Washington and the other for the installation of an experimental flour mill and chemical and baking laboratories in the Department of Agriculture, to aid the Sec'y of Agriculture in establishing standards of quality and condition of wheat, barley and other grains.—P.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

\$1,250,000.00 Loss

chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

Records of these losses and advice on Fire Prevention gladly furnished by

THE MUTUAL FIRE PREVENTION BUREAU

OXFORD, MICH.

Millers National Insurance Co.,
Chicago, Ill.

Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.

Penna. Millers Mutual Fire Insurance Co.,
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.

The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.

Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

GASOLINE ENGINES

When you come down these cold mornings and find everything tightened up, we know your natural impulse will be to thaw the engine out the easiest way possible; but don't do it. Take a little time and do the job right. That elevator of yours is worth more than a few minutes' delay. Play safe always.

FITZGERALD & McCOTTER
Western Managers
Omaha, Neb.



C. A. McCOTTER
Secretary
Indianapolis, Indiana

INDIANAPOLIS, IND.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$25,920,083.73 Cash surplus \$453,208.51

H. B. SPARKS, President

G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

WESTERN DEPARTMENT:

Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. [Luverne, Minn.]

!Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchases, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8½x14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$2.00. For sale by Grain Dealers Journal, 305 So. La Salle Street, Chicago.

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa, 6-1-15.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 20c per type line each insertion.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.75.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

A Real Continuous Feed Drier

A continuous feed grain drier properly constructed is superior in every respect to the charge type machine. We say "properly constructed" advisedly because it has required ten years constant effort to bring the ELLIS CONTINUOUS FEED DRIER to its present stage of perfection. This drier as now produced, possesses so much real merit as to make it infinitely superior and desirable, and it is thoroughly deserving of your consideration.

THE ELLIS DRIER COMPANY

Grain
Driers

Postal Telegraph Building
CHICAGO, ILLINOIS

Oat
Purifiers

WELL ER-MADE

CAR LOADING SPOUTS



When you want Flexible Grain Spouts, Bifurcated Spouts, or anything else in the line of Spouts for handling grain, remember us.

We manufacture a complete line of such spouting at the right prices quality considered.

WELLER MANUFACTURING CO.
CHICAGO



The New Addition
to the

**GIRARD POINT
ELEVATOR**
Philadelphia

has had the second
installation
of the

DAY

Dust Collecting System

The new Equity Co-Operative Elevator at St. Paul is also being equipped with the DAY COMPANY SYSTEM.

If you want a perfect system or Dust Collector write

THE DAY COMPANY
Minneapolis, Minn.